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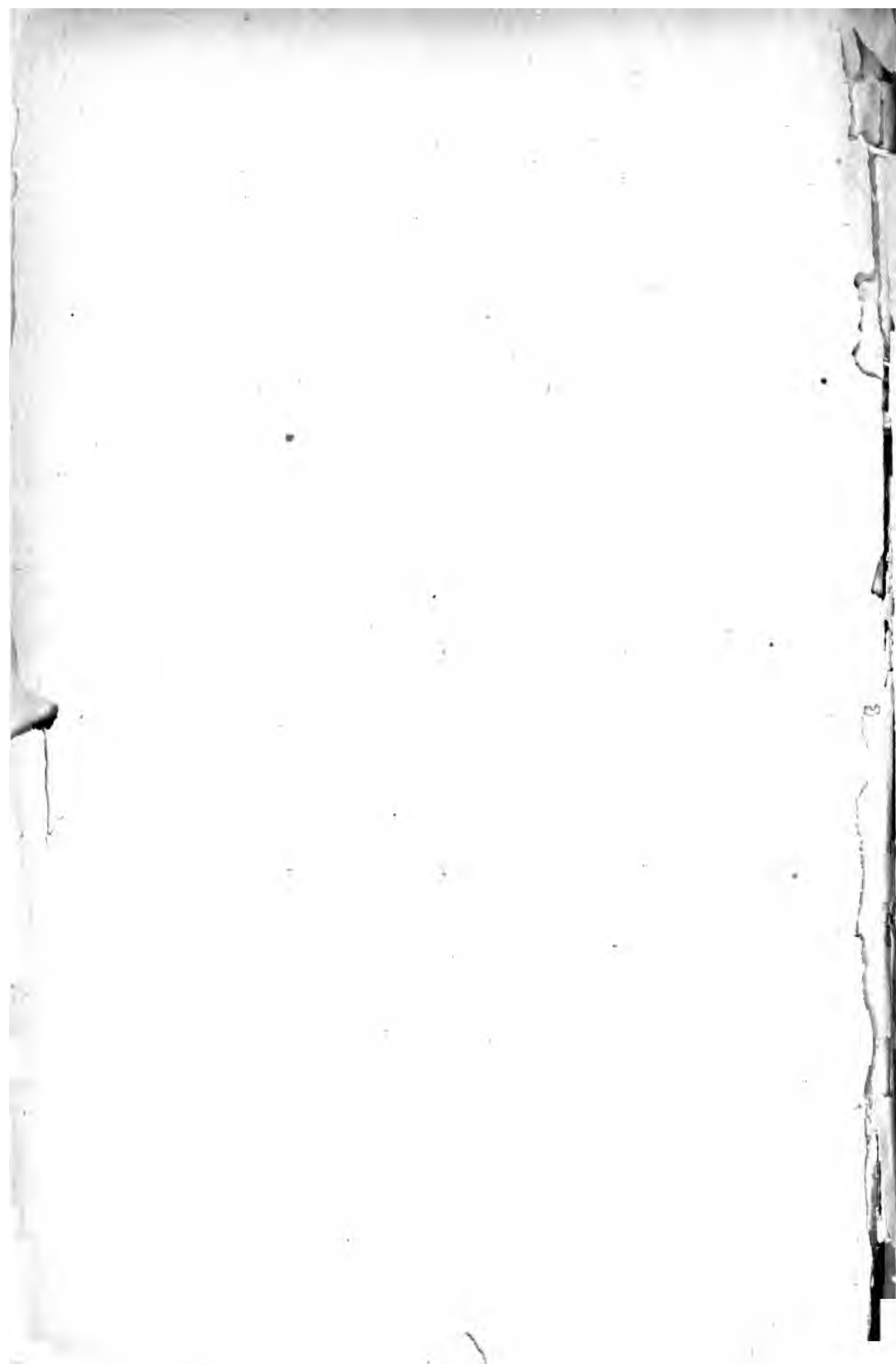


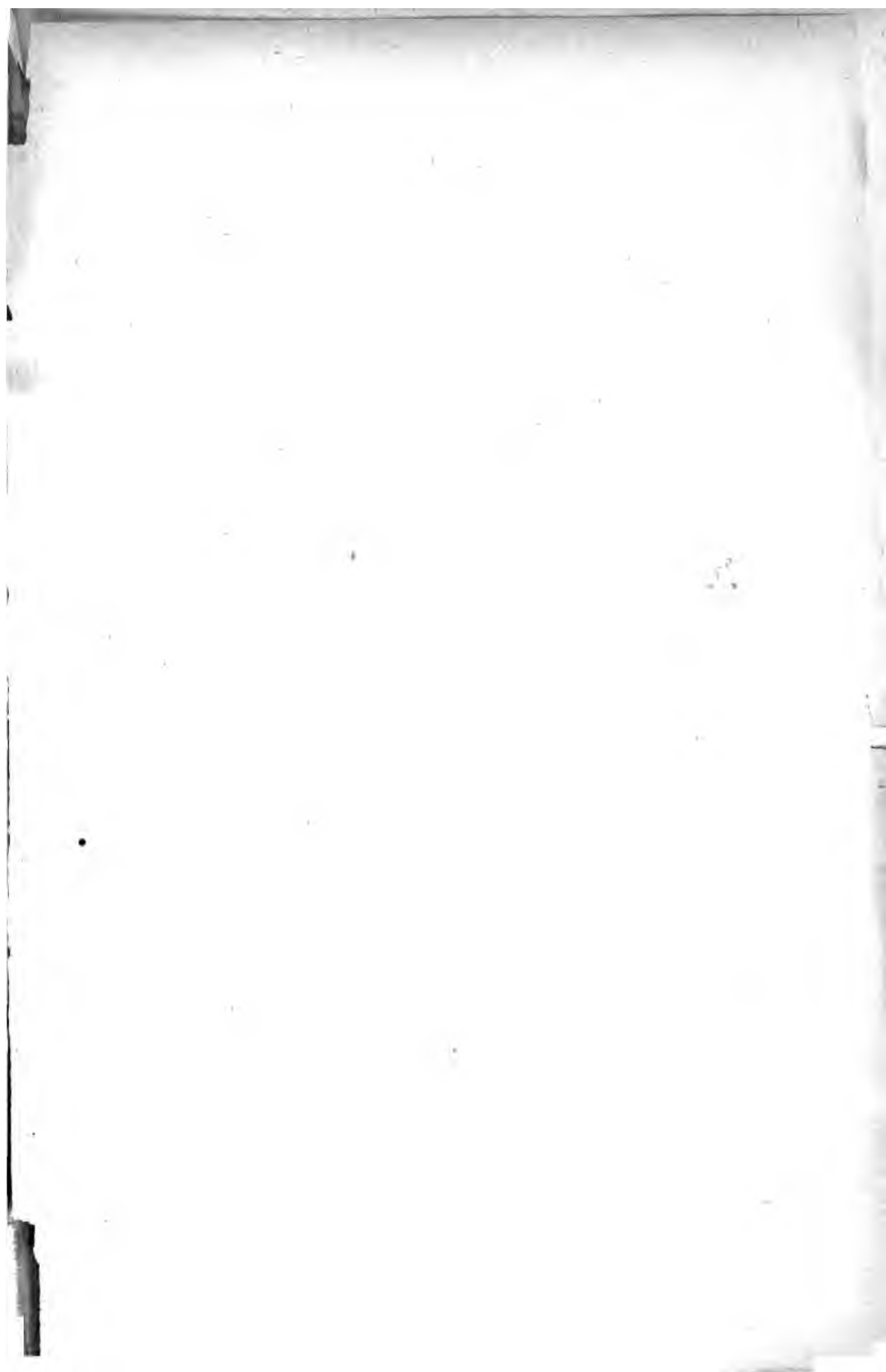
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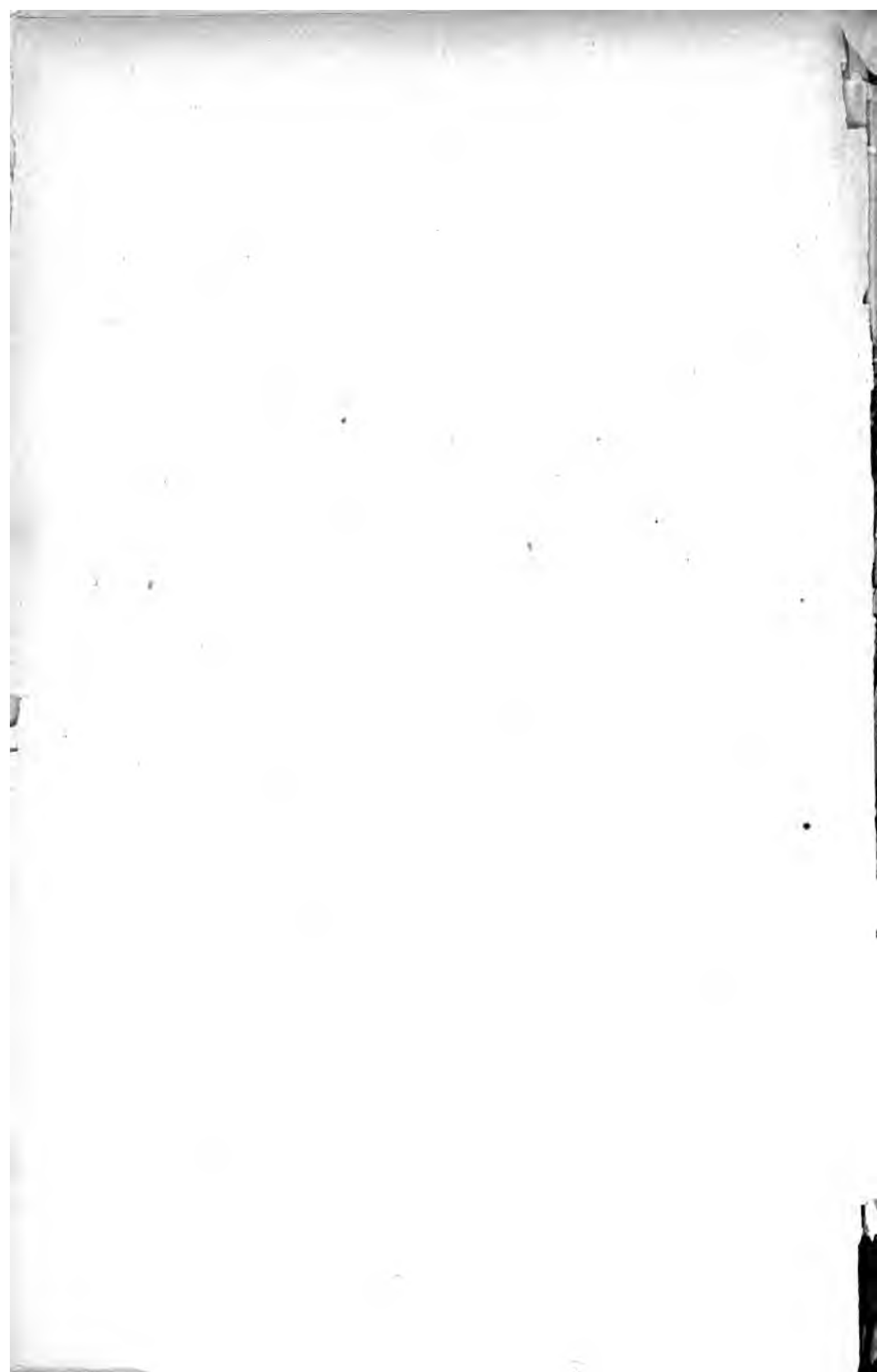
JUN 30 1894

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SEVENTH ANNUAL REPORT
OF THE
BOARD OF TRANSPORTATION
FOR THE
YEAR ENDING JUNE 30, 1893



STATE OF NEBRASKA

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OFFICE OF THE BOARD OF TRANSPORTATION
OF THE STATE OF NEBRASKA.

DECEMBER 1st, 1894.

HON. LORENZO CROUNSE, *Governor of the State of Nebraska:*

DEAR SIR:—We herewith present the annual report of the Board of Transportation of the State of Nebraska for the year ending June 30, 1893. Owing to the smallness of the appropriation at the command of the Board for printing we have been compelled to omit from this report the full reports of the different railroads in the State, but we have tabulated the returns of said railroad companies as fully as possible.

Since making our last report the following railroads have been placed in the hands of receivers, appointed by the Federal Court; the Union Pacific Railway Company and its branches, and operated lines with mileage as follows:

Union Pacific, main line.....	467.48
Omaha & Republican Valley Railway.....	414.44
Kearney & Black Hills Railroad.....	65.72
St. Joseph & Grand Island Railroad.....	112.53
Kansas City & Omaha Railroad.....	193.68

Making a total mileage in this state belonging to the Union Pacific system, in the hands of receivers at this time of..... 1,253.85

In addition to the above, the Sioux City, O'Neill & Northwestern Railway, a line running from Covington west

SEVENTH ANNUAL REPORT OF THE

to O'Neill, a distance of 129.16 miles, is now in the hands of a receiver.

The Kansas City & Beatrice Railroad, a line running from the City of Beatrice south to the state line 20.10 miles, has been for the last three years and still is in the hands of a receiver.

Making a total of 1,403.11 miles of railroad in this state in the hands of receivers, out of a total mileage of 5,529.22.

The legislature at its last session in 1893 passed a maximum rate law, entitled "An Act to regulate railroads, classify freights and to fix reasonable maximum rates to be charged for the transportation of freights upon each of the railroads in the State of Nebraska and to provide penalties for the violation of this Act."

This law was to have gone into effect the first of August, 1893, and the Board made preparations to see that the law was enforced, and several of the lines of railroad in this state had filed the new tariff sheets in this office, prepared in compliance with the provisions of said law, when the stockholders of the different lines of road doing business in this state commenced suit in the Federal Court and obtained a temporary injunction restraining the Board and its officers and all other parties from enforcing the provisions of said law.

The foundation of these suits, as alleged by the stockholders, was that the law was unconstitutional.

These suits are still pending, and will undoubtedly before they are finally determined, find their way into the Supreme Court of the United States. We have been urging a hearing as fast as possible, and hope to have the cases tried at the January term of the Federal Court for this district.

The legislature also at its last session passed an act en-

NEBRASKA BOARD OF TRANSPORTATION.

titled "An Act to regulate railroads and to compel them to put in transfer switches."

This law provides that all railroads shall at points where two or more roads receive and deliver freight put in transfer switches for the purpose of transferring freight from one road to the other in carload lots, except at such places, where in a proper hearing the Board of Transportation shall find that the building and maintaining of such transfer switch will be unusually burdensome. This law went into force August 1, 1893. Each railroad in the state has filed petitions in the office of this Board, asking to be relieved from the operations of said law, at all places where they have not now connecting switches. Hearings have been had in several of these cases, and the secretaries of this Board are now preparing their reports in regard thereto.

J. C. ALLEN, Secretary of State.

Chairman.

EUGENE MOORE, Auditor of Public Accounts,

J. S. BARTLEY, State Treasurer.

GEO. H. HASTINGS, Attorney General.

A. R. HUMPHREY, Commissioner of Public
Lands and Buildings,

Board of Transportation.

W. A. DILWORTH,

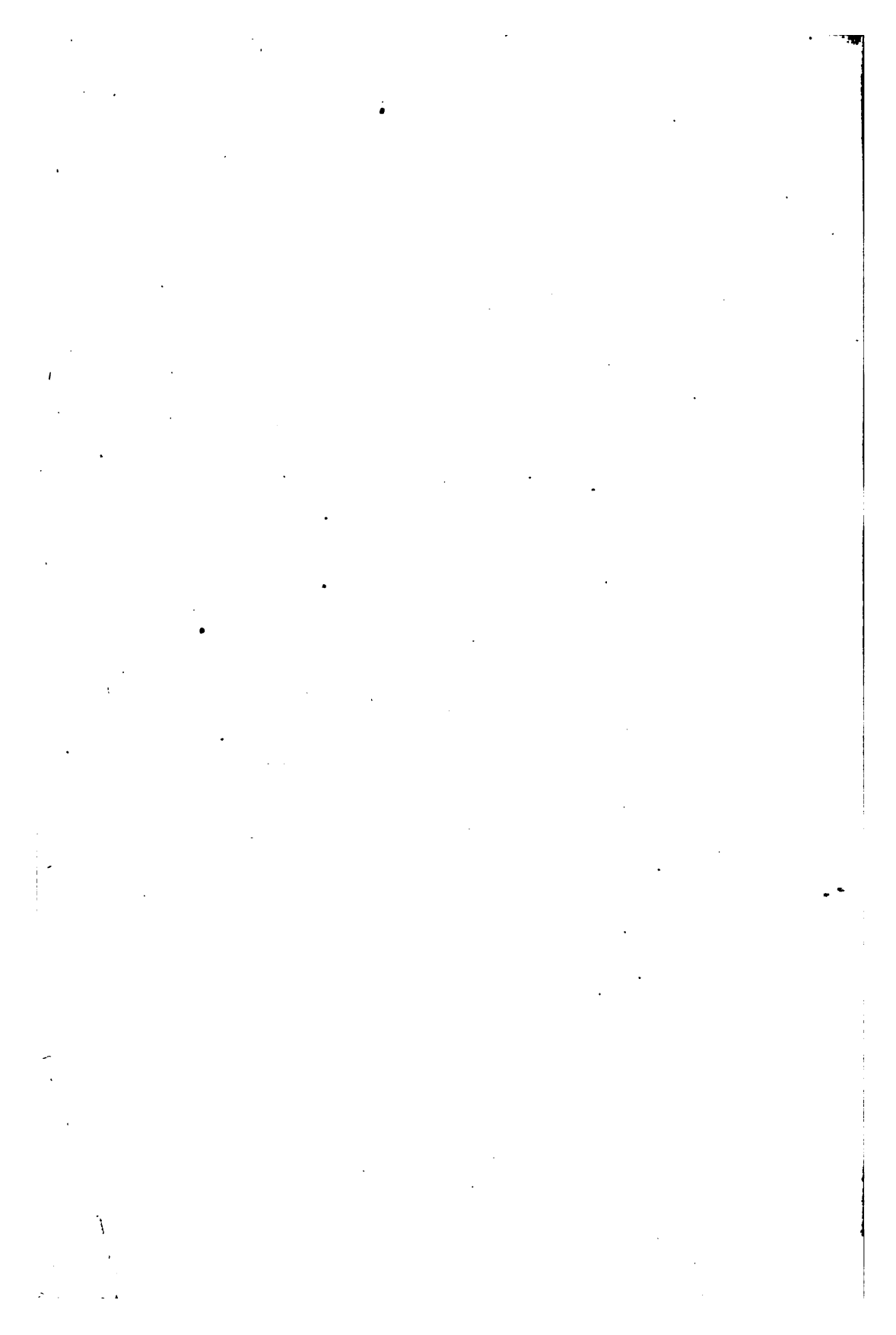
J. W. JOHNSON,

J. N. KOONTZ,

Secretaries.

P. E. BEARDSLEY,

Stenographer.



CASES HEARD AND DETERMINED.

(No. 198.)

Clay County, Nebraska,	}
<i>Plaintiff,</i>	
vs.	
Nebraska & Colorado Branch Burlington & Missouri River Railroad,	
<i>Defendant,</i>	}

Complaint filed June 27th, 1892.

Complaint sets forth that said defendant's railroad crosses the public highway on the section line between sections 19 and 30, township 5, north of range 5 in said township, in Clay County, Nebraska, and that said crossing being in a draw, across which the railroad grade is some fifteen or twenty feet high from the bottom of the draw, that in constructing the crossing of said highway over the railroad, the defendant built the highway of insufficient width, and that it is only wide enough for one wagon to pass at a time.

That the township board of Logan township, that being the township in which said crossing is located, did on the 12th day of May, 1891, declare said highway crossing unsafe and insufficient for the traveling public; that due notice had been served by the proper officers upon said defendant. That more than sixty days had elapsed since the service of said notice, but that defendant failed and refused to comply herewith, and prays relief.

A certified copy of the petition was served upon T. E.

Calvert, General Superintendent of said company, on the 29th of June, 1892.

August 12th, 1892, Mr. Calvert served notice on the Board that said crossing had been made so as to conform to the desires of the petitioners.

Plaintiffs were duly notified of the answer of the defendant and not hearing further from them, and the matter being undoubtedly satisfactory to the petitioners, the case was dismissed.

(No. 200.)

Byram W. Blair, <i>Plaintiff,</i>	}
vs.	
Chicago, Burlington & Quincy Railroad Company,	
<i>Defendant.</i>	

The complaint in this case was filed July 21, 1892, and asks for an elevator site on the right of way of defendant's line at the city of Broken Bow, Custer county, Nebraska.

A certified copy of the complaint was duly served upon the defendant, and August 12, 1892, said railroad company filed an answer, admitting that it is a corporation of the State of Nebraska, and that plaintiff is a shipper to a limited extent on its line of road; and further that all of the shipments made by plaintiff heretofore on said road, and all that would be made by him are and would be interstate shipments, that is, originating at Broken Bow, in Custer county, Nebraska, and destined to points beyond the limits of the State of Nebraska; and further, that said Blair had never made application to said defendant for an elevator privilege at said city; and further, said defendant says that there are already two elevators located at said point, which elevators are more than sufficient to handle all the grain that has been or will be marketed at said point; and that the Board of

Transportation, under the circumstances, has no jurisdiction to hear and determine the matter in controversy.

A copy of the answer was duly served upon the plaintiff, with ten days to reply. Reply was filed denying all new matter contained in the answer.

August 31, 1892, Secretaries W. A. Dilworth and J. N. Koontz proceeded to take the testimony and inspect the premises at the city of Broken Bow. The testimony is very voluminous and is not herein set out.

October 5, 1892, the secretaries presented to the Board findings and recommendations, as follows:

FINDINGS.

From the evidence and a personal investigation, we would respectfully make the following findings of fact, together with the recommendations:

1. That the city of Broken Bow has a population of about three thousand, and is the county seat of Custer county, Nebraska; and that the Chicago, Burlington & Quincy Railroad Company runs a line of road east and west through the entire length of said town, and was so constructed about five years ago; that it has depot grounds and yard, about three hundred feet wide and one thousand, eight hundred and forty feet in length in the center of said town; that its depot and depot platforms take up nearly all the space on the south side of the main track, between Fourth and Fifth avenues; that there are two switches running almost the entire length of the yard, and a spur running along the north edge of the right of way; that one of said switches is on the south side of the main track, and is used as a "passing track;" and that the switch on the north side is known as the "elevator switch" and has at the present time two elevators located thereon; that the spur is constructed from the east side of the yard along what is known as North Railroad street, next to the north edge

thereof, and adjacent to the lumber yards and coal sheds, and is built for the purpose of supplying and accommodating said lumber yards and coal sheds.

2. That at the present time there are two elevators in said city, one owned by Kendall & Smith, which has been in operation for nearly five years; the other owned by H. W. Wirt, which has been built for about three years. The Kendall & Smith elevator has a capacity of about 15,000 bushels, and the Wirt elevator a capacity of about 10,000 bushels, with an addition now being constructed which will increase its capacity to about 17,000 bushels. That the Kendall & Smith elevator is situated on the west side of Fifth avenue, adjacent to and abutting thereon, and on the north side of the elevator switch; and the Wirt elevator is situated on the east side of Fourth avenue, and abutting thereon, and on the north side of the elevator switch; that there is a space of ground in front of the depot, extending from Fourth to Fifth avenue, and from the north switch to the south side of North Railroad street, that is entirely vacant, it being a strip of ground about three hundred feet long by about one hundred and twenty-five feet wide; and that east of the Wirt elevator and a few feet from the north switch there are two corn cribs belonging to Mr. Wirt; then comes Third avenue, which is closed across the right of way; then comes a vacant space along the switch, the vacant spot being the entire width of the right of way, and about two hundred feet long, and so far as the lay of the ground is concerned is a suitable place for an elevator.

3. We find that the defendant has granted elevator privileges to other parties in said city, to-wit, Kendall & Smith and to H. W. Wirt, and that said privileges have been acted upon by said parties, and that they are now, and have been for some years, running elevators on the right of way of defendant at said city.

4. We further find that the plaintiff made a formal de-

mand for like elevator privileges on the right of way of defendant at said city, which demand was refused by the defendant.

5. We further find that the two elevators now at said city are capable of handling all the grain that is liable to be offered for sale, or to be handled at said city for a number of years to come, and that a third elevator is not a necessity. We further find that it would be detrimental to the interests of the railroad company to have an elevator constructed upon the "passing track," and also that it would be a great nuisance to the traveling public as well as to the railroad company to have an elevator immediately in front of the depot, or upon any place in the vacant space of ground immediately north of the depot.

6. We find that there is a vacant space suitable for an elevator along the north side of the elevator switch east of the Wirt elevator.

RECOMMENDATIONS.

We would therefore recommend that the following order be passed by the Board :

It is hereby considered, ordered and adjudged that the defendant railroad company furnish the complainant, Byram W. Blair, an elevator site on the north side of the elevator switch, and east of the Wirt elevator in the city of Broken Bow, Custer county, Nebraska, within ten days from the date of the service of this order.

On request of the defendant the secretaries made a supplemental finding on the question of the bona fides of the complainant in making his demand, or instituting this suit for an elevator site, and thereupon submitted the following supplemental finding, to-wit :

"As to the question of the bona fides of complainant in making his demand for an elevator site, we desire to say, that since last winter the complainant has made repeated

demands of defendant for a large sum of money which he claims was due him as rebate on his former shipments of grain. These demands were at last accompanied by threats of boycott, lawsuits and injury to defendant; and it was not until after the complainant ascertained that the defendant would not listen to or entertain the demands of complainant for payment of rebates that the demand for an elevator site was made. In fact the letters of the complainant state that he was not making any money at the grain business, and that was cited to the defendant as a proof that the defendant was paying rebates to complainant's competitors, and intimating that he could not stay in the grain buying business unless allowed payments for rebates to the amount of \$10,000, accompanied by an offer to an agent of defendant of \$1,000 if he would get such unlawful claim or demand allowed.

We therefore find that the complainant did not make a demand for an elevator site in good faith, and for the purpose of carrying on the grain business, but was for the purpose of annoying defendant, and assisting him in getting his claim for rebates allowed, and was not made with a bona fide intention of erecting an elevator, but rather was the outgrowth or result of former threats, and that complainant was taking advantage of the law in trying to force the defendant to pay an illegal claim. But nevertheless, we believe the law to be, that where a railroad company has granted certain shipping privileges to one, it must grant the same to all who demand it, and will not be allowed to question the bona fides of the person who demands such privilege. We therefore adhere to our former recommendation."

The findings and recommendations, together with the supplemental findings, were presented to the Board for their action October 15, 1892.

Complainant moved to strike from the files the supple-

mental findings, for the reason that the same were irrelevant, immaterial and not supported by the evidence.

The question was taken under advisement by the Board.

The case, after being continued several times, was, on the 9th day of February, 1893, finally determined as follows:

The motion to strike from the files supplemental findings as to the bona fides of complainant sustained, on account of irrelevancy and immateriality of said findings, to which the defendant then and there excepted.

And thereupon the Board adopted the findings and recommendations of the secretaries. It was therefore considered, adjudged and decreed that the defendant railroad company furnish the complainant, Byram W. Blair, an elevator sight on the north side of the elevator switch, and east of the Wirt elevator in the city of Broken Bow, Custer county, Nebraska, within ten days of the service of this order.

The order was served on the railroad company by the sheriff of Douglas county, Nebraska.

The company having failed to comply with said order, the attorney for complainant asked the privilege of instituting a suit against said company to compel compliance with said order, which request was granted. Suit was instituted in the district court of Custer county, Nebraska, and a decree rendered therein sustaining the order of the Board.

(No. 201.)

William and H. Zierenberg,	}
<i>Plaintiffs,</i>	
vs.	
Chicago, Rock Island & Pa-	}
cific Railway Company,	
<i>Defendant.</i>	

The plaintiff filed an informal complaint, July 21, 1892, setting forth that the Chicago, Rock Island & Pacific Rail-

way Company in constructing their road through the north half of the northwest quarter of section 7, township 1, north range 2 east, in Jefferson County, obstructed a natural water-way in such a manner as to cause the water to flow back on the land of the plaintiffs, thereby damaging their crops, and asking that the railroad company be required to open up the water-way under their road so as to allow the water to escape.

A certified copy of the petition was forwarded to Mr. C. Dunlap, General Superintendent of the defendant railway company, who made answer that the matter would be attended to without delay.

We notified the plaintiff of the contents of the letter received from Mr. Dunlap, with a request to notify us if the matter was not attended to. Not having received any further word from them we presume the matter was adjusted to their satisfaction, and the case was therefore dismissed.

(No. 202.)

J. H. Hannah, et al.,	} <i>Plaintiffs,</i>
vs.	
Republican Valley & Wyoming Railroad Company,	
<i>Defendant.</i>	

The plaintiffs filed an informal petition supported by petitions from numerous citizens living in and around Lamar, Chase County, Nebraska, asking the Board to aid in obtaining said railroad's consent to extend their line from Imperial west as far as the town of Lamar.

The matter was personally laid before the railroad authorities, who promised to investigate the matter, and as soon as sufficient money could be raised, to construct said road. The matter is still in this condition.

(No. 203.)

A. D. Holbrook, et al.,	}
<i>Plaintiffs,</i>	
vs.	}
Fremont, Elkhorn & Missouri	
Valley Railroad Company,	
<i>Defendant,</i>	

This was an informal petition filed with the Board August 16th, 1892, complaining that the rates on Rock Springs Coal were such that they were unable to obtain said coal at any reasonable figures, and asking the intervention of the Board in regard to the matter.

This being an interstate shipment the Board was without jurisdiction to act, except to use its best endeavors to obtain the relief asked for.

The matter was laid before the proper railroad authorities, and they agreed that the matter should be remedied.

(No. 204.)

William Barr,	}
<i>Complainant,</i>	
vs.	}
Union Pacific Railway Com-	
pany, and Council Bluffs	
Elevator Company,	
<i>Defendant,</i>	

This was an informal complaint filed August 16th, 1892, setting forth that complainant had shipped a car load of No. 2 wheat from Glenwood, Nebraska, on the Kearney and Black Hills Railroad, through to Chicago, and that in transporting said wheat it was transferred from one car to another enroute, and that the wheat was mixed with other grain so that it lowered the grade of complainant's wheat, thereby damaging him to the amount of \$75.50.

This being a matter of a claim for money damages,

This was an informal complaint, filed in the office September 23d, 1892, asking for a farm crossing over the Burlington & Missouri River Railroad in section 25, township 7, north, range 14 east.

A copy of the complaint was served upon the defendant railroad company, which promised to comply therewith without further delay, of which fact the complainant was duly notified and he was requested to keep the Board informed of any neglect of the railroad company in not complying with their agreement.

Not hearing further from the complainant we presume the matter was arranged to his satisfaction, and the case is hereby dismissed.

(No. 207.)

William Martin, et al., citizens of the town of Laurel, Nebraska,	}	<i>Plaintiffs,</i>
vs.		
Chicago, St. Paul, Minneapolis & Omaha Railroad Company,	}	<i>Defendant,</i>

APPEARANCES.

HON. W. C. WALTON, for Plaintiffs.

M. H. HUBBARD, for Defendant.

The petition in this case, filed September 31st, 1892, sets forth that the defendant is a corporation, engaged in the business of a common carrier of passengers and property between various points in this state.

That the town of Laurel is a town at the junction of the defendant's road and the Pacific Short Line, a road running from Covington, Nebraska, to O'Neill in said state.

That the said town of Laurel now consists of about one

hundred people, and has various business houses and dwellings, and is about one year old; that it is situated about seven miles north of Concord on defendant's line of road, and two miles south of Claramont on the same line; six miles west from Dixon, and seven miles east of Belden on the Pacific Short Line road.

The petitioners complain that the defendant has no station at the said town of Laurel and does not stop its trains there, and that there are no shipping facilities or accommodations for passengers whatsoever, and the proper shipping facilities for the people of that town and surrounding neighborhood demands that a depot be built and a station established at that town by the defendant railroad company.

To which petition the defendant filed an answer on the 12th day of October, 1892, admitting the incorporation of the defendant railroad company, and alleging that defendant had in contemplation and under consideration the establishment of a station at Claramont before said Pacific Short Line Railway was constructed through the county of Dixon in said state.

That the crossing of that company's track over the track of this defendant at the point mentioned in plaintiff's complaint was made in the latter part of December, 1889, or early in the year of 1890; that the station of Claramont was opened for business in the autumn of 1890, and is situated about seven thousand feet north of said crossing, upon high rolling ground, and the said station of Laurel was not open for business until March, 1892; that the ground at said crossing is low, and during wet seasons holds so much water as to render it difficult of access, and therefore very unfit for station purposes, and the cost to this defendant of grading tracks and station grounds thereat would be very large, and as the defendant believes greater than the business done thereat by this defendant would justify. And

this defendant submits that it would be an unnecessary expense, and a great hardship to be required to erect and maintain a station at that point under the circumstances.

That the defendant discontinued the stopping of trains at said crossing and substituted a gate and flagman for the reason that passengers having occasion to take passage on its trains were accustomed to gather on its road bed, at or near the crossing, and to climb upon its cars, not only when standing still but when in motion, and the change was made for the purpose of preventing the continuance of such dangerous practices, and without any desire or intention of boycotting any place or inconveniencing any persons; and this defendant avers that it has no inclination to withhold any needful or proper facilities from any one desiring to patronize its line; but that on the contrary it desires to furnish every such person all proper and reasonable accommodations.

The complainants filed a reply on November 5, 1892, to said answer denying that the defendant had in contemplation or under consideration the establishment of a station at Claramont before the Pacific Short Line Railway was constructed through the county of Dixon; and alleges the truth to be that the station of Claramont was not made until after the surveying and laying out of the town of Laurel, and that then the defendant immediately, or soon thereafter, and after the lots in the town of Laurel had been advertised for sale erected a station house and commenced to survey and lay out the town of Claramont.

The plaintiff admits that the crossing of the Pacific Short Line Railway across the track of the defendant was made about the time alleged in defendant's answer, and that the station of Claramont was opened for business in the latter part of the autumn of 1890, and admits that Claramont is about seven thousand feet north of the said cross-

ing of the two roads, and is upon rolling land as alleged in the answer, but denies that the ground in and about the town of Laurel is low and swampy and unfit for station purposes, and alleges that the defendant's cost for grading tracks and station grounds thereat would not be larger than the increase of the business to be done by the company would justify, and denies that it would be an unnecessary expense and hardship to compel the defendant to erect and maintain a station at said point.

Plaintiff denies that the reason the defendant discontinued the stopping of its trains at the crossing was for the reason set forth in the answer, but alleges the fact to be that it was done for the purpose of preventing trains from stopping at said town of Laurel, and preventing passengers from getting on and off its trains at said place, and for the purpose of inconveniencing the people of Laurel, and preventing them having such railroad facilities as are proper and just. Plaintiff alleges the truth to be that the said station of Laurel was opened for business in the early part of the year 1891.

The hearing was set for the 16th day of November, 1892, at the town of Laurel, and upon that day the Secretaries proceeded to examine the premises and to receive testimony offered by both sides, and from the inspection, and the testimony thus taken we would respectfully submit the following findings of fact:

1. That the town of Laurel was laid out about two years ago, and that the buildings now there were started about the middle of March, 1892: That at the present time it consists of about one hundred inhabitants, with about forty-five buildings. There are thirteen different kinds of business represented; general merchandise, hardware, drug store, blacksmith and harness shops, barber shop, lumber yard, livery barn, coal, billiard hall, meat market, furniture store, agricultural implement business and a flour mill. That

it is situated about seven thousand eight hundred feet south of the station of Claramont, and at the crossing of the Pacific Short Line Railway over the defendant's line of road. That it is about seven miles north of Concord, a station on defendant's line of road, and six miles west from Dixon and seven miles west from Belden, on the Pacific Short Line.

2. We find that the ground or land upon which the town site of Laurel is located is in the valley of Logan Creek, the valley running southeast and northwest through the southern part of Dixon county, and some portions of which are low and subject to overflow; but at the particular point at which the town site of Laurel is located it has never been overflowed except at one time in 1888 when there appears to have been a water spout burst up the valley, and before the water could run off it overflowed the entire valley from bluff to bluff. At all other times it seems to have been as dry as any portion of the valley, and is not subject to inconvenience on account of the water standing.

3. That the defendant in keeping open the station of Claramont does not thereby furnish such proper and necessary facilities to the citizens of Laurel as their necessities and a proper conception of the business done at that point require.

4. That the building and maintaining of a depot and station at the town of Laurel by the defendant is a necessity and should be furnished by the defendant without unnecessary delay.

There was afterwards filed in this office by the defendant the following copies of letters:

"Omaha, November 17th, 1892.

H. Lynch:

Once each day at time that will delay the section crew east please send written notice to merchants at Laurel in

regard to any freight that may be at your station for them.
Answer.

(Signed) H. S. JAYNES."

(Telegram.)

"Claramount, November 17, 1892.

Will send written notice to merchants at Laurel each day when freight for them is at this station. Section crew will deliver notice.

(Signed) J. H. LYNCH, Agent."

"Omaha, Neb., November, 1892.

Mr. J. H. Lynch, Agent, Claramont,

DEAR SIR :—I enclose herewith a small supply of form 85, postal card notices to consignees of freight on hand for them. Please use these for this purpose. I wired you to-day with reference to notifying merchants at Laurel regarding any freight you may have on hand for them. See that daily notice is sent them accordingly. Keep yourself supplied with these postal cards by requisition on stationery department. Acknowledge receipt.

Yours truly,

H. S. JAYNES, Supt."

Also on the 28th day of November, 1892, there was filed with the Secretaries by the plaintiffs the following tender, to-wit:

"Laurel, Neb., November, 1892.

We, the undersigned, owners of the town site of Laurel (Claramont Junction), Nebraska, hereby tender free of charge to the Chicago, St. Paul, Minneapolis & Omaha Railway Company such ground and land of said town site along the line of the said company's road bed as shall be necessary for depot, side tracks and station purposes, in consideration of the said railroad company establishing and maintaining a station at the said town of Laurel (Claramont

Junction), and as soon as the said railroad company will mark out and designate such portions as are necessary and desired for said purposes, we hereby bind ourselves to convey the same to it.

In presence of

E. W. MILLER,

C. H. GANETSON.

E. A. STEWART,

W. M. MARTIN,

J. H. STEWART,

LOUIS C. TOLLES."

RECOMMENDATIONS.

We would therefore respectfully recommend that the following order be passed by the Board:

It is hereby ordered, adjudged and decreed; that the Chicago, St. Paul, Minneapolis & Omaha Railway Company shall without unnecessary delay, erect and maintain a depot at the town of Laurel (Claramont Junction), and stop all its regular trains thereat, the same as at other stations on this branch of the same size and importance; providing, however, that the necessary ground for depot and yard purposes shall be conveyed for that purpose by the proper parties.

FINAL ORDER OF THE BOARD.

It is hereby ordered, adjudged and decreed; that the Chicago, St. Paul, Minneapolis & Omaha Railway Company shall, without unnecessary delay, erect and maintain a depot at the town of Laurel (Claramont Junction), and stop all its regular trains thereat the same as at other stations on this branch of the same size and importance; provided, however, that the necessary grounds for depot and yard purposes shall be conveyed for that purpose, to-wit: "The grounds marked on the plat in red, and being one hundred feet in width, contiguous to and parallel with the present southerly right of way line of the Chicago, St. Paul, Minneapolis & Omaha Railway Company at Laurel,

beginning at the south line of the present right of way of the Pacific Short Line, so called, and running southeasterly about two thousand feet to the south line of the northwest quarter of the southeast quarter of section 4, township 28, range 3, Cedar County, Nebraska."

The final order of the Board in this case has been fully complied with by the railroad company.

(No. 208.)

A. B. Chapek, et al.,	}
<i>Complainants,</i>	
vs.	
Omaha & Republican Valley	
Railroad Company,	}
<i>Defendant.</i>	

This was an informal complaint of the citizens of Touhy filed October 18, 1892, with the Board, requesting that the Board investigate and order the defendant railroad company to construct and maintain a depot at said town of Touhy, in Saunders County, Nebraska.

A certified copy of the complaint was forwarded to Mr. S. H. H. Clark, president of said defendant railroad company, who thereupon filed with this Board a statement showing the amount of shipments from and into and about the flag station of Touhy, and also a statement showing the financial condition of said defendant railroad company.

A copy of Mr. Clark's letter was forwarded to complainants, since which time we have heard nothing in regard thereto, and the case is hereby dismissed.

(No. 209.)

F. L. Baldwin, et al.,
 Plaintiffs,
 vs.
Fremont, Elkhorn & Missouri
Valley Railroad Company,
 Defendant.

This was a petition filed with the Board asking for a depot to be built and maintained at the flag station of Clinton, Nebraska.

A certified copy of the same was served upon the defendant railroad company, which filed an answer with the Board setting forth that they desired to furnish proper facilities to all people doing business on their line of road, and stating that at the present time the season would not allow of the construction of a depot at said town, but that as soon as spring opened they would proceed to construct and maintain a depot at said place.

A copy of the answer was sent to complainants, who thereupon suggested that the case be continued until such time as complainants desired to take it up after giving ten days notice to defendant, which was accordingly done at the consent of defendant.

(No. 210.)

C. Jacobson,
 Plaintiff,
 vs.
St. Joseph & Grand Island
Railroad Company,
 Defendant.

This was an informal complaint filed with the Board November 5, 1892, setting forth that the rates and rules regarding the shipping of poultry were such that the com-

plainant could not successfully compete with surrounding points.

The shipping being interstate shipments, and beyond the jurisdiction of the Board to control, the matter was referred to the railroad company, and a promise exacted that they would confer with the complainant and arrange matters satisfactorily.

Not hearing further from complainant we presume this was done.

(No. 211.)

Henry Kramer,	} <i>Plaintiff,</i>
vs.	
The Missouri Pacific Railway	
Company,	
	<i>Defendant.</i>

APPEARANCES.

PLAINTIFF appeared for himself, without counsel.

J. W. ORR and LEE ESTELLE appeared for defendant.

The petition in the case, filed January 21, 1893, sets forth that the defendant is a corporation of the State of Nebraska, and owns and operates a line of railway running through the southern portion of Lancaster county, in said state.

That plaintiff is the owner of the west half of section 9, township 7, range 5 east, in said Lancaster county, and that said railway crosses the land above described.

That at the time of the construction of said railway in the year 1887, the defendant, through its agent, obtained certain land of this plaintiff, with the understanding and agreement that a station would be located and maintained at said point, where the said railway crosses the land of this plaintiff. That on its part the defendant did locate said

station, and open a depot thereat in accordance with said agreement, and kept said station open until the 20th day of January, 1893, at which time said defendant closed said station, and has ever since kept the same closed, to the detriment and damage of the shipping and traveling public, and contrary to the agreement and contract above specified.

That by reason of said depot being established and maintained at said point, a large number of people settled in that immediate vicinity and took up different lines of business, and are in business at said place yet, to-wit: two elevators, two general merchandise stores, a blacksmith shop, a postoffice and other lines of business; that in fact at the present time the village of Kramer numbers about forty people, and is situated in a thickly settled community, and is quite a trading point for a large number of farmers, being situated about seven miles east of Crete, the next station on the west on said line, and about nine miles west of Sprague, the next station on the east of Kramer on said line. Alleging further that it is necessary for the proper transaction of business, and the convenience of the shipping and traveling public that said station at Kramer be re-opened and maintained.

A certified copy of the above petition, together with the usual summons, was served upon the defendant, and upon the 31st day of January, 1893, an answer was filed in this office by the defendant, admitting:

1. That it is a corporation organized under the laws of the State of Nebraska, and further alleging that the Board of Transportation has no jurisdiction of the subject matter of this action; and that if plaintiff is entitled to recover in any action under the averments and declarations in the petition, that said action would be in a court of law, for violation of a contract. Further answering the defendant denies specifically that it ever agreed with plaintiff, or any

other person that it would construct and maintain a depot at the place mentioned in plaintiff's petition. Also denies that there is any public necessity for the maintainance of a depot at the village of Kramer, alleging that the business at said place does not warrant the expenditure involved in the erection and maintenance of a depot thereat, and that if compelled to maintain a depot at said place, as prayed for in said petition, great hardship and wrong and expense would accrue to defendant.

A copy of the answer properly certified was forwarded to the plaintiff, and after proper notice had been given, the case was set for hearing at the office of the Board of Transportation in the city of Lincoln on the 20th of February, 1893, at 2 o'clock p. m. At that time both parties appeared and by consent the case was continued until February 27th at 10 o'clock a. m.

On February 27th plaintiff appeared in person, but not with an attorney, defendant appeared by attorney. Evidence was taken, and the matter was taken under advisement by the secretaries.

FINDINGS OF THE SECRETARIES.

From the evidence produced on the trial of this cause, and from the pleadings, we find as follows:

1. We find that the Missouri Pacific Railway Company is an incorporation, organized and existing under the laws of the State of Nebraska.

2. That said railway company constructed a line of railway across the land of the defendant, described in the petition in the year 1887, first having purchased of plaintiff the necessary land for right of way purposes at an agreed price of \$35 per acre.

3. That during the construction of said railway the people living in the vicinity of what was afterwards known

as Kramer Station became desirous of having a station at or near where it was afterwards located, and solicited the attorney for said railroad company to obtain said station. That thereupon said attorney or other party or parties associated with him entered into the following agreement with the plaintiff, to-wit:

"Articles of agreement made this 31st day of November, 1887, between Henry Kramer and Margarette Kramer, his wife, of Lancaster County Nebraska, party of the first part and A. R. Talbot & Co., party of the second part. Witnesseth as follows:

Said party of the first part agrees to deed to J. O. Wilcox a portion of land in the west half of section 9, township 7, range 5 in Lancaster County, Nebraska, which deed is executed this day.

Said second party agrees to plat said land and lay out a town on said land. The lots so platted shall be sold by said second party, who shall have exclusive control over said lots and town site, and said second party shall fix the price on any and all lots so platted, and shall control exclusively the same, including the sale thereof. Said second party shall receive 5 per cent of all sales made as commission for same, and all expense aside from said 5 per cent commission shall be paid out of the sales of lots so platted, and after the said expenses are paid the net profits shall be divided equally between said first party and said second party. Such expenses shall include any and (all) expenses incurred in and about the laying out, platting and sale of said lots, aside from the commission of 5 per cent aforesaid, and all assessments and taxes on said lots and property shall be borne equally by the parties hereto. Said first party agrees to not plat or sell to any one any part of his

land adjoining said town site so platted. Said second party agrees not to sell any lots for saloon.

In witness whereof we have hereunto set our hands the 21st day of November, 1887.

	HENRY KRAMER,
In presence of	MARGARETTE ^{her} X KRAMER,
A. R. TALBOT.	A. R. TALBOT & Co." ^{mark}

4. That land to the amount of forty acres was conveyed as set forth in the above agreement, and in accordance with the terms thereof, and to the party therein mentioned.

5. That plaintiff also, at the time he conveyed said forty acres, before mentioned, conveyed to the Missouri Pacific Railway Company a strip of land two thousand feet long and one hundred feet wide on each side of the right of way of defendant's road where it crosses plaintiff's land for side track, yard and depot.

6. That defendant accepted said land so deeded for side track, yard and depot, and constructed a good depot building thereat, stock yard and side track thereon, and has occupied and used the same ever since the construction of the road thereat up to the present time, and is still occupying, using and holding said land.

7. That the consideration passing to the plaintiff for the conveyance of the above mentioned land was this: The establishment and maintenance at Kramer of a station, with the usual station facilities.

8. That the plaintiff has lived up to and performed every act demanded of him by the said contract; and that the defendant, the Missouri Pacific Railway Company, on its part established a depot at said point and furnished the usual facilities thereat and maintained the same up to January 20th, 1893, at which time it removed the agent from Kramer and closed its depot; and that the parties to whom

was conveyed the forty acres of land before mentioned still hold the same.

9. That all trains still stop at Kramer the same as before the closing of the depot, but that freight and passengers are taken with greater inconvenience.

10. That the reason the defendant closed the station at Kramer was the going into effect of a new schedule of wages, drawn up and demanded by the employees of, and conceded by the defendant.

11. That fair dealing demands that the defendant keep open its station at Kramer, or that plaintiff be placed in the same position that he was in before he parted with his land for the purpose of obtaining a station.

12. That if the defendant desires to economize for the purpose of meeting additional expense created by the new schedule of employees' wages, it should do so in some other than by closing stations originally opened as the station in this case was located and opened.

13. We further find that on account of the distance between stations on defendant's line of road at this particular place, it being seven miles in one direction, and nine miles in the other direction to a station, that it is a necessity that the depot at Kramer be reopened and maintained in order to properly supply the shipping demands of the farmers and the people living in that vicinity.

RECOMMENDATIONS.

We would therefore recommend that the following order be made by the Board :

It is hereby ordered, considered, adjudged and decreed, by the Board of Transportation of the State of Nebraska, that the defendant, the Missouri Pacific Railway Company, reopen at once and maintain the station at Kramer, Nebraska.

The above findings and recommendations were pre-

sented to the Board September 6th, 1893, and after arguments the matter was taken under advisement until September 8th, at 2 o'clock P. M., at which time the following order was passed by the Board:

That the station of Kramer, on the Missouri Pacific Railway be opened by the company on or before October 18th, 1893, and remain open until February 15th, 1894. That the Secretaries of the Board be instructed to notify the railroad company and the parties bringing this suit, of the action of the Board and that this cause be continued to the regular meeting of the Board in February, 1894.

(No. 212.)

J. L. Dart, *Plaintiff*,

vs.

Sioux City, O'Neill & Western Railroad Company
and the Fremont, Elkhorn
& Missouri Valley Railroad Company,

Defendants.

This was a regular petition filed March 21, 1893, setting forth that complainant lives at the town of Orchard on the Sioux City, O'Neill & Western Railroad. That it is impossible to ship products from his town over any other line of road except the Sioux City, O'Neill & Western Railroad, for the reason of there being no transfer switch connecting the said line of railroad with the co-defendants' line of road at O'Neill or Plainview, and specifying details, products to be shipped in and out of said neighborhood.

A certified copy of the petition was served on the defendant railroad companies, which filed answers setting forth that there was no business demand for a connecting switch between the two roads at the above named points.

The legislature having just passed a law requiring the

railroad companies in the State of Nebraska, touching the same point, at which point they receive and deliver freight, to build and maintain transfer switches, except as relieved upon affirmative action by the Board of Transportation, plaintiff elected to rely upon the law rather than upon his individual case.

(No. 213.)

J. E. Roe, *Complainant,*
vs.
Chicago, Rock Island & Pacific Railway Company, *Defendant.*

This was an informal request for a depot on defendant's contemplated road from Lincoln to Fairbury.

We wrote petitioner fully in regard to the matter, directing him to file a proper petition in the matter and the Board would act upon it at once. Having heard nothing from him since that time we presume the matter was arranged between him and the railroad company.

(No. 214.)

J. N. Lefever, *Complainant,*
vs. Burlington & Missouri River
Railroad Company, *Defendant.*

This was an informal complaint filed February 13th, 1893, claiming an overcharge on a shipment of broom corn from Filmore County, in this state, to another state.

The matter being wholly beyond the jurisdiction of the board, complainant was so notified and papers returned.

(No. 215.)

Seth T. Parsons, et al.,
 Complainants,
 vs.
Burlington & Missouri River
Railroad Company,
 Defendant,

This was an informal complaint filed February 13th, 1893, complaining of lack of cars for the shipment of grain.

The matter was referred to the railroad company with directions to investigate and correct without delay, which was accordingly done.

(No. 216.)

I. P. Merchant,
 Complainant.
 vs.
Burlington & Missouri River
Railroad Company,
 Defendant.

This was an informal complaint, complaining of a lack of cars for the shipment of grain, filed February 15, 1893.

Same action and same results in this case as in the case of Parsons against the same railroad company.

(No. 217.)

John Hays, *Complainant,*
 vs.
Burlington & Missouri River
Railroad Company,
 Defendant.

This was an informal complaint, filed with the Board March 8, 1893, alleging an overcharge on the shipment of

a carload of emigrant movables from Rockport, Missouri, to Utica, Nebraska.

It being an interstate shipment, and beyond the jurisdiction of the Board, nevertheless after some negotiation with the railroad company the matter was settled to the satisfaction of complainant, and the overcharge refunded.

(No. 218.)

C. P. Barlow, *Petitioner*,
vs.
Chicago, St. Paul, Minneapolis & Omaha Railroad
Company, *Defendant*.

This was an informal petition, filed March 30, 1893, asking for an elevator site at Craig, Nebraska.

A copy of the petition was served upon defendant railroad company. Defendant railroad company, through its superintendent in this state, filed an answer with the Board saying they would offer petitioner an elevator site which would be satisfactory.

Not hearing further from petitioner, we presume the matter was settled to his satisfaction, and the case is dismissed.

(No. 219.)

Stark Brothers,
Complainants,
vs.
Chicago, Rock Island & Pacific
Railway Company,
Defendant.

This was an informal complaint, filed June 18, 1893, setting forth that the agent of the railroad company man-

ages the other elevator at complainant's town and thereby has the advantage of complainant in the matter of telegrams regarding the prices of grain.

The matter was referred to the railroad company, which promised that they would see there was no advantage taken by their agent in regard to the matter.

TABLES.

COMPILED FROM THE REPORTS OF THE DIFFERENT RAILROAD COMPANIES.

NAMES OF RAILROADS WITH ABBREVIATIONS.

Burlington & Missouri River Railroad in Nebraska.....	B. & M. R.
Chicago, St. Paul, Minneapolis & Omaha Railway.....	C., St. P., M. & O.
Fremont, Elkhorn & Missouri Valley Railroad.....	F., E. & M. V.
Sioux City & Pacific Railroad.....	S. C. & P.
Chicago, Rock Island & Pacific Railway.....	C., R. I & P.
The Missouri Pacific Railway.....	M. P. R.
Pacific Railway in Nebraska.....	P. R. in Nebr.
Kansas City and Beatrice Railroad	K. C. & B.
Union Pacific Railway	U. P.
Omaha & Republican Valley Railway..	O. & R. V.
St. Joseph & Grand Island Railroad....	St. J. & G. I.
Kansas City & Omaha Railroad.....	K. C. & O.
Kearney & Black Hills Railway.....	K. & B. H.
Sioux City, O'Neill & Western Railway..	S. C., O'N. & W.

TABLE I.
MILEAGE.

NAME OF ROAD.	Line Repre- sented by Capital Stock.		Line of Proprietary Company.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Miles of Second Track	Miles of Yard and Siding.	New Line Construct- ed during the year.	Total Mileage Operat- ed (all tracks) In- cluding new line built.	Rails.	
	Main Line.	Branches and Spurs.								Iron.	Steel.
B. & M. R.	195 47	3093 92			50 67	4 90	487 85	149 97	3881 78	697 76	3083 38
C. St. P. M. & O.	882 31	518 89	10 88		69 69	92 70	370 56	24 90	1910 62	115 82	1386 69
F. E. & M. V.	627 68	672 89			62 31	3 66	130 80	3 66	1497 00	182 60	1218 83
S. C. & P.	107 42						50 47		131 89	28 09	109 87
C. R. I. & P.	488 81	2987 03		406 32	577 08	209 99	668 89	211 51	4701 67	481 76	4008 40
M. P.	482 11	575 01	194 79	224 58	28 99		418 00	21 41	1947 89	216 65	1710 88
P. R. in Nebr.	73 00						3 04		76 04		76 04
K. C. & B.	20 1				14 70		1 20		36 00	1 20	84 80
U. P.	1777 0	45 51		13 36		19 19	572 72		247 86	5 27	1817 32
O. & R. V.	239 38	242 66			93 10		51 65		628 79	225 31	256 73
K. & B. H.	65 72						6 23		70 96		70 96
St. J. & G. I.	251 06						23 25		274 31		274 31
K. C. & O.	193 68						12 29		206 97		193 68
S. C. O. N. & W.	189 16						8 38		187 54		187 54

TABLE II.
MILEAGE BY STATES.

NAME OF ROAD.	STATE.	Line represented by Capital Stock.		Line of Proprietary Company	Line Operated Under Lease	New Line Constructed During the Year	Total Mileage Operated (including track-age rights)	Lines Operated under Trackage Rights	Rails.	
		Main Line	Branches and Spurs						Iron	Steel
B. & M.	Nebraska	191 61	2061 46			16 77	2253 07	38 40	46 64	357 81
	Minnesota	305 23	159 52	2 60			397 35	38 40	46 64	357 81
	Wisconsin	497 85	113 44	8 28			620 05	27 50	18 38	613 47
C., St. P., M. & O.	Iowa	57 11	17 44				74 55	27 50	18 38	83 67
	South Dakota	122 12	88 20				38 50	2 10	8 04	80 16
	Nebraska	139 73	139 73				281 83	2 10	53 57	290 58
F. E. & M. V.	Nebraska	497 22	487 87				985 19	51 65	53 00	932 19
	South Dakota		184 88				184 88			184 88
	Wyoming	130 46					130 46	10 66		130 46
S. C. & P.	Iowa	26 95					26 95			26 95
	Nebraska	80 47					80 47		80	79 67
	Illinois	181 98	7 50		46 70		236 18		187 79	236 18
	Iowa	442 80	231 55		306 96		1945 39	2 16	54 80	850 80
	Missouri	316 83	231 55				231 55	54 80	46 97	154 58
C., R. I. & P.	Kansas	1059 00	1059 00				1059 00	66 85		1059 00
	Nebraska	248 33	167 56			52 26	245 33	45 07		248 33
	Colorado		167 56				167 56	208 80		167 56
	Indian Territory		167 89			88 83	167 89			167 89
	Oklahoma	56 40					56 40			56 40
	Missouri	387 74	376 78	60 18	61 65		786 35	21 63	52 22	734 13
Mo. P.	Kansas	94 50	82 37	76 88	159 93		413 68	1 89		413 68
	Nebraska	102 87	114 86	57 73			279 46	5 47		279 46

TABLE II.—CONTINUED.
MILEAGE BY STATES.

NAME OF ROAD.	STATE.	Line represent- ed by Capital Stock.		Line of Proprietary Company.....	Line Operated Under Lease.....	New Line Construct- ed During the Year	Total Mileage Operat- ed Including Track- age Rights.....	Line Operated Under Trackage Rights ..	Rails	
		Main Line.....	Branches and Spurs.....						Iron.....	Steel.....
P. R. in Neb.....	Kansas.....	1 74					1 74			1 74
K. C. & B.....	Nebraska.....	71 26					71 26			71 26
	Nebraska.....	20 10					20 10			20 10
	Iowa.....	2 36	1 72				4 08			4 08
	Nebraska.....	463 53	3 96				467 48			467 48
	Missouri.....	51					51			51
U. P.....	Kansas.....	444 87	35 96				480 83		3 08	477 80
	Colorado.....	296 09					296 09			296 09
	Wyoming.....	499 55	3 88		13 36		516 79		2 24	501 19
	Utah.....	70 17					70 17			70 17
	Iowa.....							2 30		
O. & R. V.....	Nebraska.....	171 78	242 66				414 44	90 80	206 30	208 14
	Kansas.....	67 60					67 60		19 01	48 59
St. J. & G. I.....	Missouri.....	138 37					138 37			138 37
	Kansas.....	112 53					112 53			112 53
K. C. & O.....	Nebraska.....	163 68					163 68			163 68
K. & B. H.....	Nebraska.....	65 72					65 72			65 72
S. C., O. N. & W.....	Nebraska.....	129 16					129 16			129 16

TABLE III.
NEBRASKA MILEAGE.

ROADS	Main Line.....	Branches and Spurs ..	Line of proprietary Co.	New Line constructed during the year.....	Total, including track-age rights.....	Per cent of entire line operated.....
B. & M. R.....	191.61	2061.48	.....	16.77	2253.07	.67
C. St. P., M. & O.....	122.12	139.73	.....	.....	261.85	.19
F., E. & M. V.....	497.23	487.97	.....	.....	985.19	.75
S. C. & P.....	26.95	.....	.....	.....	26.95	.25
C. R. I. & P.....	248.33	.....	.....	52.26	248.33	.06
M. P.....	102.87	118.86	57.73	.....	279.46	.18
P. R. in Nebr.....	71.26	.....	.....	.....	71.26	.97
K. C. & B.....	20.10	.....	.....	.....	20.10	100
U. P.....	463.53	3.95	.....	.....	467.48	.25
O. & R. V.....	171.78	242.66	.....	.....	414.44	.86
K. & B. H.....	65.72	.....	.....	.....	65.72	100
St. J. & G. I.....	112.53	.....	.....	.....	112.53	.44
K. C. & O.....	193.68	.....	.....	.....	193.68	100
S. C., O'N. & W.....	129.16	.....	.....	.....	129.16	100
Total.....	.....	.....	.....	69.03	5529.22	.46

TABLE IV.—CONCLUDED.

NAME OF ROAD	Material and Supplies		Sinking Fund.		Sundries		Profit and Loss		Total		Increase	Decrease
	1892	1893	1892	1893	1892	1893	1892	1893	1892	1893		
C. B. & Q. (entire system)	\$1,462,229	\$1,764,211							\$236,730,619	\$244,240,669	\$7,510,050	
C. S. T. P. M. & O.	775,581	1,036,622							67,759,240	61,365,081		5,791,159
F. E. & M. V.					486,437	238,473			53,186,205	53,293,147	66,861	
S. C. & P.	69,981	82,064			280,657	312,858	1,514,048	1,575,807	7,788,363	7,860,847	103,484	
C. R. I. & P.	1,103,038	1,772,923	191,000	213,000	903,100	1,893,100	83,049		112,878,008	118,762,097	8,076,089	
M. P.	990,343	1,069,500							110,519,863	113,728,320	3,208,457	
P. R. in Neb.							445,849	537,017	2,696,649	2,737,817	91,168	
K. C. & B.								76,976		76,968		
U. P.	2,029,382	1,973,948	3,514,479	3,984,922	5,543,767	5,955,570			252,002,627	245,158,145		6,934,481
O. & R. V.			101,438	131,551			2,660,978	2,979,049	11,423,548	11,781,686	358,137	
K. & B. H.		4,034		19,888			16,902		1,835,569		710,744	
St. J. & G. I.					15,780	12,231	275,739	332,178	13,889,526	13,900,711	61,184	
K. C. & O.							57,888	64,033	7,451,067	7,631,225	80,137	
S. C. O'N. & W.	2,496								5,967,812	6,042,114	76,798	

TABLE V.
COMPARATIVE STATEMENT OF LIABILITIES JUNE 30, 1892, TO JUNE 30, 1893

NAME OF ROAD.	Capital Stock.		Funded Debt.		Current Liabilities.		Accrued Interest on Funded Debt Not Yet Payable.	
	1892	1893	1892	1893	1892	1893	1892	1893
C. & Q. (entire system)	\$ 76,392,401	\$ 76,408,000	\$116,581,980	\$123,606,230	\$ 4,213,250	\$ 486,267	\$ 51,382	\$ 142,824
C. St. P. M. & O.	34,050,126	34,050,126	24,059,800	24,459,800	1,177,025	1,294,886	191,448	191,448
C. St. P. M. & V.	31,370,000	30,370,000	21,119,000	21,078,000	2,160	8,100	118,290	118,295
F. E. & M. V.	2,068,400	2,068,400	3,256,320	3,256,320	112,005	117,880		
S. C. & P.	46,156,000	46,156,000	56,887,000	60,647,000	1,642,018	3,621,205		
C. & I. & P.	47,436,575	47,436,575	51,376,000	51,012,000	7,411,965	7,606,794	733,116	788,033
M. P. R. in Nebr.	1,095,800	1,095,800	1,095,000	1,095,000	445,819	557,017		
C. & B.	60,868,500	60,868,500	146,445,167	198,336,995	6,869,242	6,174,025	963,541	763,540
K. P. & C.	2,420,550	2,420,550	5,941,000	5,941,000	2,999,249	3,357,486	62,650	62,650
U. & R. V.								
O. & B. H.								
K. & B. G. I.	4,900,000	4,900,000	8,721,405	8,721,405	431,994	426,705		
St. J. & G.	4,410,000	4,410,000	2,713,000	2,713,000	328,187	408,925		
K. C. & O.	3,601,000	3,601,000	2,340,000	2,340,000	20,368	45,636		
C. O. N. & W.							70,000	70,000

TABLE V.—CONTINUED.

NAME OF ROAD.	Other Liabilities.		Profits and Loss.		Total.		Increase	Decrease
	1882	1893	1882	1893	1882	1893		
C. B. & O. (entire system).....	\$ 21,306,655	\$ 25,284,542	\$ 12,000,069	\$ 13,081,884	\$ 23,306,724	\$ 24,400,669	\$7,510,050*	
C. St. P. M. & O.....	22,700	236,694	8,198,189	1,761,135	87,739,240	61,968,693		5,79,150
F. E. & M. V.....			1,576,815	1,678,722	27,789,205	58,283,147	66,981	
S. C. & P.....	2,346,547	2,444,246			17,789,393	17,686,847	43,484	
C. R. I. & P.....	8,213,060	8,213,060	3,517,024	3,696,471	117,898,008	118,762,007	5,894,089	
M. P.....					110,619,868	113,728,620	3,208,651	
P. R. in Nebr.....	145,151				2,631,649	2,727,817	91,168	
K. C. & B.....						79,698		
U. P.....					257,092,627	245,158,145		6,464,481
O. & R. V.....			30,623,174	38,615,085	11,423,548	11,781,686		368,127
K. & B. H.....								
St. J. & G. I.....					18,839,826	19,400,711	61,184	
K. C. & O.....	46,126	82,600			7,431,087	7,531,225	80,137	
S. C., O. N. & W.....			8,144	56,475	5,968,512	6,042,114	73,602	

TABLE VI.
INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1893.

NAME OF ROAD.	Deductions from income additional to deductions of operating expenses.						Dividends on stock.		Other payments from net income.	Surplus from operation for the year.	Deficit from operation for the year.
	Interest on funded debt.	Interest on interest-bearing current liabilities owed.	Rents.	Taxes.	Nebraska proportion of taxes, mileage	Other deductions.	Total deductions, exclusive of dividends paid and payments over net volume.	Common.	Preferred.		
C., B. & O. (entire system).....	\$ 6,444,123	\$	\$940,316	\$ 1,291,489	.....	\$ 664,341	\$ 5,740,771	\$ 3,830,221	.....	\$707,804	\$
C. St. P., M. & O.	1,466,416	.....	.....	842,119	.....	.....	1,792,136	.....	787,976	30,142	.....
F., E. & M. V.	1,002,351	.....	.....	234,127	.....	.....	1,256,482	.....	.....	101,846	61,759
S. C. & P.	196,379	.....	.....	18,901	.....	.....	213,980	.....	11,830	.....	.....
C. R. I. & P.	3,034,425	.....	816,341	797,107	.....	220	4,667,064	1,846,232	.....	307,851	.....
M. P.	2,781,756	102,332	132,300	313,397	.....	403,446	3,798,362	.....	.....	142,446	.....
P. R. in Nebr.	54,750	.....	.....	9,629	.....	64,379	.....	.....	.....	.....	.....
P. C. & B. ....	.....	.....	.....	3,834	.....	44,219	48,053	.....	.....	.....	.....
U. P.	6,146,838	.....	.....	554,510	.....	3,658,682	930,030	.....	.....	1,421,749	76,975
O. & R. V.	328,230	.....	.....	88,668	.....	.....	.....	.....	.....	.....	.....
K. & B. H.	41,245	.....	.....	12,439	.....	19,535	436,433	.....	.....	.....	.....
St. J. & G. I.	420,00	.....	.....	12,439	.....	.....	56,856	.....	.....	22,731	.....
K. C. & O.	136,570	.....	.....	59,542	.....	63,971	543,514	.....	.....	.....	77,623
S. C., O'N & W.	585,000	.....	34,619	34,619	.....	.....	170,26	.....	.....	.....	6,145
			911	911	.....	.....	5,411	.....	.....	48,331	.....

TABLE VI.—CONTINUED.

NAME OF ROAD.	Gross Earnings from Operation.	Income from Other Sources.			Total Income.	Operating Expenses.
		Dividends on Stock Owned.	Interest on Bonds Owned.	Miscellaneous Income.		
C., B. & Q. (entire system)	\$33,593,865	\$ 941,705	\$ 336,508	\$ 188,571	\$35,060,650	\$21,792,350
C., S. P., M. & O.	9,190,820	4,200	8,100	962 90	9,294,410	6,328,756
F. E. & M. V.	3,590,965					2,232,636
S. C. & P.	546,791		6,379		553,170	389,119
C., R. I. & P.	20,996,092	117,148	374,268	155,595	21,643,704	14,822,526
M. P.	11,526,189	254,416	72,375	178,495	12,031,475	8,089,726
P. R. in Nebr.	35,533					62,321
K. C. & B.	14,105					43,028
U. P.	19,744,039	290,015	1,287,748	777,762	22,299,564	11,317,784
O. & R. V.	1,393,828					1,300,765
K. H. & B.	132,292		325		132,617	53,199
St. J. & G. I.	1,103,656			607 89	1,164,445	698,560
K. C. & O.	194,718			118 64	318,082	148,958
S. C., O'N. & W.	194,287			61 45	260,732	92,690

TABLE VII.
GROSS EARNINGS FROM OPERATION FOR YEAR ENDING JUNE 30TH, 1892.

NAME OF ROAD.	Passenger Service			Freight Service		Other Resources	Summary.		Expenses per mile	Total Expenses.
	Passenger Revenue	Mail, Express and Other Resources.	Total Passenger Earnings	Earnings per Train Mile.	Total Freight Revenue		Earnings per Train Mile.	Total Gross Earnings from Operation.			Gross Earnings per mile.
B. & M.	\$3,089,888	\$763,193	\$3,853,082	\$1.04	\$8,914,794	\$1.28	\$145,246	\$3,867	\$2,533	\$8,450,826
C. & St. P.	231,300	36,234	267,535	1.16	649,951	1.35	37,178	3,616	2,335	616,497
F. E. & M. V.	621,990	194,249	816,239	1.96	2,235,743	1.63	113,277	2,634	1,638	2,232,695
S. C. & P.	33,652	7,914	41,566	...	73,064	...	9,462	4,644	3,622	97,624
C. R. I. & P.	245,168	47,713	292,871	*.98	521,175	*1.18	17,473	*5,815	*4,105	637,027
*M. P.	2,100,740	634,978	2,735,720	.96	7,656,867	1.69	1,133,601	6,889	7,640	8,080,736
P. R. in Neb.	7,767	3,974	11,741	.89	23,392	.57	398	486	853	62,321
K. C. & B.	4,178	3,300	7,478	...	6,622	...	5	...	...	43,028
U. P.	1,042,644	509,373	1,552,017	1.10	4,313,204	3.06	...	13,111	7,671	3,586,213
O. & R. V.	307,007	65,364	372,371	.61	997,321	2.36	24,134	2,460	2,316	1,170,399
K. & B. H.	21,893	4,708	26,601	...	103,285	...	...	2,012	809	131,199
St. J. & G. I.	182,093	47,640	229,733	.95	883,017	1.79	40,904	3,332	2,069	232,677
K. C. & O.	24,430	17,237	41,667	.66	135,824	1.27	17,226	1,005	769	148,958
S. C., O'N. & W.	29,872	10,634	40,507	.48	143,272	4.33	10,508	1,504	717	192,690

*Entire system.

TABLE VIII.
OPERATING EXPENSES FOR YEAR ENDING JUNE 30, 1893, FOR
NEBRASKA (MILEAGE BASIS.)

NAME OF ROAD.	Maintenance of Ways and structure — Amount	Maintenance of equip- ment—Amount	Conducting transpor- tation—Amount....	General expenses— Amount	Summary—Grand to- tal operating ex- penses, Nebraska...
B. & M. (entire system).....	\$1,447,656	\$867,973	\$2,882,688	\$469,763	\$5,668,078
C., St. P., M. & O.....	197,788	92,344	274,179	52,284	616,497
F., E. & M. V.....	366,799	244,823	945,353	141,598	1,698,575
S. C. & P.....	24,348	11,421	54,679	7,174	97,624
C., R. I. & P.....	196,634	129,529	460,820	102,966	889,949
M. P.....	300,174	318,867	730,171	106,936	1,456,148
P. R. in Nebr.....	23,264	644	33,631	2,910	60,448
K. C. & B.....	7,413	1,139	20,987	13,487	43,028
U. P.....	566,217	836,356	1,711,018	472,620	3,586,213
O. & R. V.....	210,664	168,146	538,015	253,582	1,170,399
K. & B. H.....	8,749	7,239	27,026	10,183	253,199
St. J. & G. I.....	49,823	28,613	118,093	36,147	32,677
K. C. & O.....	35,495	12,375	83,310	17,776	148,958
S. C., O'N. & W.....	15,206	17,183	49,787	10,512	92,690
Total.....	\$3,449,630	\$2,736,552	\$7,935,756	\$1,697,938	\$15,813,883

NEBRASKA BOARD OF TRANSPORTATION.

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TABLE IX.
STATISTICS OF FREIGHT AND PASSENGERS.

NAME OF ROAD.	FREIGHT.						PASSENGERS.					
	Number of tons carried	Average distance hauled	Number of tons carried one mile.	Average amount recd for each ton.	Average amount recd per ton per mile.	Nebraska proportion of tons carried one mile.	Number of passengers carried one mile.	Average amount received for each passenger.	Nebraska proportion of passengers carried one mile.	Average amount received per mile per passenger.	Estimated cost of carrying one passenger one mile.	Estimated cost of carrying a ton of freight one mile.
B. & M.	4,185,552	160	673,023,028	2 12	01.3	450,925,428	124,017,048	2,042,631	51	83,091,422	02.5	00.7
C. St. P., M. & O.	3,650,869	163	565,653,223	1 81	01.1	58,402,968	33,768,742	1,906,213	12	9,074,038	02.5	00.9
F., E. & M. V.	1,091,900	145	157,940,394	2 28	01.6	141,367,260	26,180,871	564,023	133	23,208,212	02.8	00.9
S. C. & P.	459,685	41	18,680,461	51	01.3	4,264,478	8,906,270	236,469	01	1,219,119	02.2	01
C. R. I. & P.	6,631,623	200	1,890,390,653	2 08	01	78,467,940	6,091,354	6,091,354	06	16,711,565	02.1	00.7
M. P.	5,639,266	164	896,436,878	1 43	00.8	161,178,469	3,142,594	3,142,594	67	18,054,003	02.1	00.6
P. R. in Nebr.	38,549	48	1,831,381	61	01.3	1,766,885	278,489	10,943	71	270,069	02.8	02.5
K. C. & B.	5,396,596	231	1,556,953,771	2 70	01	477,989,297	1,301,247	1,301,247	51	63,422,117	02.6	00.6
U. P.	623,916	65	54,041,237	1 20	01.8	46,964,235	12,086,779	381,641	80	11,028,131	02.5	01.1
O. & R. V.	70,524	39	27,689	1 45	03	27,689	751,023	27,922	78	751,023	02.7	00.81
K. & B. H.	593,083	133	67,577,470	1 64	01.2	21,351,705	6,539,330	27,922	78	2,894,189	02.7	07.5
St. J. & G. I.	231,209	42	9,408,680	61	01.4	9,408,680	575,415	49,638	23	875,415	02.8	01.06
K. C. & O.	84,249	46	4,117,479	1 68	03.5	4,117,479	1,097,113	27,924	1 06	1,097,113	02.8	07
S. C., O'N. & W.												
Total.			1,456,171,978							31,636,438		

TABLE X.

FREIGHT TRAFFIC MOVEMENTS IN WHOLE TONS. (NEBRASKA.)

NAME OF ROAD.	Originating on this Road. Whole Tons.						Received from Other Common Carriers. Whole Tons.						
	Grain	Flour	Other Mill Pro-	ducts	Hay	Tobacco	Fruits and Vego-	Grain	Flour	Other Mill Pro-	ducts	Hay	Tobacco	Fruits and Vego-
*B. & M.	1,094,767	24,851	14,554	72,205	24,756	52	24,756	459,408	11,342	0,022	9,829	114	88,347
C. St. P. M. & O.	91,168	1,106	387	3,023	789	13	789	116	1,351	86	1,365	2	473
F. E. & M. V.	359,717	10,950	2,905	39,427	9,783	2	9,783	1,547	1,128	477	1,365	2	2,150
S. C. & P.	18,293	190	129	649	270	41	270	64,318	819	41	134	134	300
*C. R. I. & P.	109,476	2,485	1,455	7,220	2,475	5	2,475	45,940	1,184	602	982	11	8,834
*M. P.	136,855	3,106	1,819	9,025	3,094	6	3,094	67,426	1,417	752	1,120	15	10,208
*P. R. in Nebr.	27,369	621	63	1,805	618	35	618	11,435	283	150	245	115	2,208
U. P.	193,609	6,966	10,864	36,655	11,797	35	11,797	338,250	4,851	4,801	2,308	2	61,842
O. B. & V.	273,804	5,027	1,570	3,629	5,014	30	5,014	84,298	3,623	1,479	5,647	13	13,137
K. & B. H.	42,526	815	1,572	444	1,038	31	1,038	101,207	1,840	192	1,485	13	2,831
*St. J. & G. I.	179,174	4,183	1,005	66	206	...	206	49	206	...	219	...	205
K. C. & O.	148,824	600	164	449	162	...	162	20	10	...	...	...	370
S. C. O'N. & W.	20,943	179	41	449	162	...	162	20	10	...	...	...	370
Total	2,696,535	61,079	35,828	174,628	60,062	113	60,062	1,114,098	27,598	14,602	23,826	274	213,482

*Estimated. †Entire line.

TABLE X.—CONTINUED.

NAME OF ROAD.	Originating on this Road—Whole Tons.						Received from Other Carriers.								
	Live Stock.....	Dressed Meats ..	Other Packing	House Products	Poultry, Etc.....	Wool.....	Hides and Leather	Merchandise	Live Stock.....	Dressed Meats ..	Other Packing	House Products	Poultry, Etc.....	Wool.....	Hides and Leather	Merchandise.....
*B. & M.....	308,173	34,499	15,785	4,161	2,456	2,713	125,381	156,283	948	2,490	7,514	7,512	2,441	128,832	
C. St. P. M. & O.....	62,665	1,788	8,886	67	40	84	18,380	2,275	32	..	..	21	..	3,763
F. E. & M. V.	100,919	..	2,833	193	56	649	53,112	8,629	..	459	34	73	98	19,619	
S. C. & P.	3,013	..	422	..	..	408	2,301	18,584	..	208	..	..	..	5,202
*C. R. I. & P.	30,817	3,449	1,578	416	245	271	12,538	15,528	34	249	751	751	244	12,883	
*M. P. I. & P.	38,521	4,312	1,973	520	307	338	15,672	19,410	43	311	939	939	805	16,104	
*P. R. in Neb.....	2,108	..	..	..	..	..	2,868	..	..	..	..	..	..	..
U. P. R.	98,780	38,646	16,251	2,701	2,518	1,004	52,542	129,303	378	1,509	16,796	8,735	2,620	85,059	
O. & R. V.	62,426	123	183	596	64	559	11,960	19,046	10	750	1,652	33	127	33,019	
K. & B. H.	1,534	..	..	..	..	..	1,177	255	..	..	..	..	..	1,734
*St. J. & G. I.	21,313	..	10	1,284	..	132	2,703	3,238	..	..	..	216	10	24
K. C. & O.	10,178	..	..	109	8	82	2,703	3,238	..	..	..	..	..	3,372
S. C. O'N. & W.	10,672	..	13	..	..	29	3,404	1,806	..	..	..	..	..	1,111
Total	747,149	82,797	47,384	9,987	5,694	6,509	303,617	372,934	885	5,976	27,933	18,076	5,859	31,201,900	

*Estimated. †Entire line.

TABLE X.—CONTINUED.

NAME OF ROAD.	Originating on This Road.						Received from Other Carriers.							
	Anthracite Coal.	Bituminous Coal.	Coke.	Ores.	Stone, Sand, Etc.	Lumber.	Miscellaneous.	Anthracite Coal.	Bituminous Coal.	Coke.	Ores.	Stone, Sand, Etc.	Lumber.	Miscellaneous.
*B. & M.	6,709	242,724	2,083	14,670	73,097	93,218	129,006	42,024	347,200	6,640	8,327	382,537	237,708	123,766
C. St. P. M. & O.	259	11,354	385	131	5,214	10,969	24,201	2,846	9,204	76	628	660	5,564	4,395
F. E. & M. V.	3,310	10,940	20	15,469	26,062	36,251	4,784	12,746	60,743	268	172	785	50,221	9,183
S. C. & P.	1,508	249	53	53	203	295	571	5,748	13,107	95	75	10,865	6,718	865
*C. R. I. & P.	670	24,272	268	1,467	7,309	9,321	12,900	4,202	34,720	64	332	3,253	23,770	12,376
*M. P.	838	30,346	290	1,833	8,137	11,652	16,125	5,253	4,340	830	415	4,067	24,713	15,470
*P. R. in Neb.														
U. P.	1,783	250,245	809	1,582	12,895	45,568	87,162	12,173	116,130	34,270	30,546	16,198	106,096	104,444
O. & R. V.	100	2,749	52	27,440	27,440	2,090	5,360	4,828	108,896	62	5,870	5,870	64,768	21,681
K. & B. H.		150		419	419	1,204			5,664	17		483	5,166	
*St. Jo. & G. I.	61	4,858		9,079	9,079	11,500	23,086	1,698	62,253	21		1,776	23,974	8,047
K. C. & O.		338		4,307	4,307	1,445	3,839	1,296	18,182			2,078	13,345	5,743
S. C. O. N. & W.	938	4,479	1,220			1,424	2,350	5,943	19,451	10			8,620	1,068
Total	16,238	582,942	5,097	35,298	174,852	224,927	300,614	98,717	799,860	42,933	7,984	78,572	570,663	307,134

*Estimated. †Entire line.

TABLE X.—CONTINUED.

NAME OF ROAD.	Originating on this Road.											
	Oils.....	Sugar.....	Naval Stores.....	Iron.....	Rails.....	Machinery.....	Bar and Sheet Metal.....	Cement, Brick and Lime.....	Agricultural Implements.....	Wagons, Tools, Etc.....	Liquors.....	Furniture and Household Goods.....
*B. & M.....	14,588	3,696	.....	1,563	664	4,560	23,468	4,716	4,050	2,363	6,818	13,387
C. St. P., M. & O.....	59	347	34	13	160	568	21	4,460	823	243	378	1,630
F. E. & M. V.....	1,787	770	13	294	.....	1,243	173	12,906	1,894	1,010	3,481	7,264
S. C. & P.....	.....	.....	.....	22	.....	97	105	107	13	34	.....	504
*C. R. I. & P.....	1,456	369	.....	156	66	4,560	2,346	471	705	236	681	1,338
*M. P.....	1,821	462	.....	195	83	570	2,933	599	431	295	862	1,673
*P. R. in Nebr.....	364	92	.....	39	16	114	586	117	126	59	170	834
U. P.....	14,080	1,974	.....	1,226	478	2,780	27,203	17,480	2,111	981	4,348	1,736
O. & B. V.....	114	280	.....	71	11	320	62	6,429	238	94	351	443
K. & B. H.....	32	.....	.....	.....	.....	19	.....	747	55	.....	56	387
1st J. & G. I.....	457	707	.....	30	85	237	10	12,442	659	383	209	2,591
K. C. & O.....	4	153	.....	4	57	51	.....	1,515	97	25	14	721
S. C. O. N. & W.....	56	15	.....	.....	.....	81	.....	91	.....	.....	226	927
Total.....	35,279	8,964	47	3,790	1,610	10,976	56,907	42,070	12,202	5,723	17,584	82,839

*Estimated. †Entire Line.

TABLE X.—CONTINUED.

NAME OF ROAD.	Received from other carriers.											Total tonnage origi- nating on line in Ne- braska	Total tonnage recd from other carriers	Total tonnage hauled in the State.....
	Oils	Sugar	Iron	Rails	Machinery	Bar and sheet metal	Cement, brick & lime	Agricultural implements	Wagons, tools, etc	Liquors	Furniture and household goods			
*B. & M.	21,955	14,204	760	2,030	16,734	45,352	24,438	17,846	10,680	24,429	13,560	2,014,945	1,679,920	4,258,812
C. St. P., M. O.	88	.....	.....	28	312	15	602	1,137	182	172	678	250,085	36,002	286,087
F., E. & M. V.	401	284	38	140	1,793	32	2,292	3,781	2,617	2,535	4,296	709,135	187,224	896,359
S. C. & P.	379	18	.....	.....	92	282	685	158	710	736	435	20,561	130,078	150,639
*C. R. I. & P.	2,195	1,420	76	203	1,073	4,535	2,448	1,784	1,068	2,442	1,356	201,494	167,992	425,812
*M. P.	2,744	1,775	95	255	2,091	5,669	3,054	2,230	1,335	3,052	1,820	251,868	207,490	532,361
*P. R. in Nebr.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. & B.	22,205	13,962	583	2,206	15,164	52,671	14,063	11,568	7,159	19,068	7,699	954,789	1,265,166	2,221,985
U. P.	1,690	1,255	118	.....	1,992	288	6,940	2,762	1,103	3,639	1,006	401,398	340,379	741,777
O. & R. V.	205	.....	.....	.....	328	.....	87	403	.....	15	559	56,754	15,070	70,824
K. & B. H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st J. & G. L.	428	2,151	49	12	150	.....	2,269	883	407	1,686	1,519	172,900	48,278	388,099
K. C. & O.	564	20	105	.....	95	.....	1,603	681	270	781	790	47,694	37,255	221,209
S. C., O. N. & W.	.....	.....	.....	.....	90	.....	271	.....	36	558	204	.....	.....	84,949
Total	52,944	34,059	1,824	4,874	40,502	108,844	53,737	43,238	25,627	59,248	34,462	5,91,623	4,114,884	10,399,647

* Estimated; † entire lines.

TABLE XI.
EQUIPMENTS.

[illegible]

TABLE XII.
CONSUMPTION OF FUEL BY LOCOMOTIVES. (NEBRASKA.)

NAME OF ROAD.	COAL.						WOOD.			
	Anthracite.		Bituminous.		Average Pounds Consumed per Mile.		Hard.		Soft.	
	Tons	Average Price per Ton.	Tons	Average Price per Ton.	Passenger	Freight.	Switching	Construction.	Number of Cords.	Average Price per Cord.
*B. & M.	516,839	2.01	516,839	2.01	73.91	74.34	70.74	73.61	9,932	\$ 2.25
C. St. P., M. & O.	108,825	2.98	108,825	2.98	58.18	91.08	62.08	44.38	8,273	3.19
F. E. & M. V.	4,079	2.06	4,079	2.06	70.82	101.16	66.08	77.30	154	3.02
S. C. & P.	749,911	1.31	749,911	1.31	58.13	79.60	41.22	39.02	18,082	2.70
*C. R. I. & P.	82,184	2.22	82,184	2.22	67.41	100.79	81.36	78.53	869	2.55
M. P. in Nebr.	1,601	2.60	1,601	2.60	73.99	78.97	20.56	46.35	38	4.17
P. R. in Nebr.	762,892	1.62	762,892	1.62	59.65	88.72	56.22	85.27	324	3.50
K. C. & B.	51,022	3.97	51,022	3.97	81.83	89.04	54.98	85.35	10,632	2.48
*U. P.	1,094	3.57	1,094	3.57	39.55	61.00	37.00	93.00	133	3.47
*O. & R. V.	34,440	2.21	34,440	2.21	57.00	102.60	86.00	78.00	807	4.26
K. & B. H.	7,191	3.17	7,191	3.17	61.00	86.00	86.00	162	1.85	
*St. J. & G. I.	3,566	5.39	3,566	5.39	50.53	87.21		13.51		
K. C. & O.										
S. C. O. & W.										

*Entire Line.

TABLE XIII.
RENEWAL OF RAILS AND TIES FOR YEAR ENDING JUNE 30, 1893 (NEBRASKA.)

NAME OF ROAD		NEW RAILS.					NEW TIES.										
		Iron—Tons.	Steel—Tons.	Weight per yard—pounds.	Average cost at point of distribution.	Total cost.	Oak.			Cedar.			Various.			Total number of ties.	Total cost.
							Number.	Average cost.	Total cost.	Number.	Average cost.	Total cost.	Number.	Average cost.	Total cost.		
B. & M.	3,990				\$.	\$.	355,431	8.55	\$195,487	70,713	8.45	\$31,820				428,144	\$237,307
C., St. P. M. & O.	168	72	31.82	5,345			78,908	59.5	46,947	1,025	26	256	4,131	.30	1,239	84,056	48,442
F., E. & M. V.	29	60	33.77	979			16,069	78	12,533	38,522	55	20,087				52,591	32,620
S. C. & P.							1,078	62	665	944	41	387				2,017	1,052
*C. R. I. & P.	5,444	80	31.00				445,054	49.9	222,081	107,021	41.2	44,092	231,976	41.2	95,374	784,051	381,747
M. P.	14,638	70	32.00				34,462	84	12,406							12,408	54,462
P. R. in Neb.	951	63					5,814	55	3,197							5,814	8,197
K. C. B. & N. W.							1,343	54.5	731							1,343	731
*U. P.	1,338	56	21.88	29,275			290,936	52	151,286	26,473	49	12,970	393,310	40	122,324	680,080	386,919
O. & R. V.	15,376	70	32.96	506,792												136	75,895
K. & B. H.	1,107	56	26.60	29,446			2,467	60	1,480	70,170	50	35,085	8,258	42	1,868	31,597	17,092
St. J. & G. I.							3,597	54	17,092							5,900	8,422
K. C. & O.							5,900	58	3,422								
S. C., O. N. & W.																	

*Entire System.

TABLE XIV.
BRIDGES—(NEBRASKA).

NAME OF ROAD.	STONE			IRON			WOODEN			COMBINATION			TOTAL		
	Number	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.	Number	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.	Number	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.	Number	Aggregate length—feet.	Maximum length—feet.
B. & M.	1	16	16	16	27	416	20	995	1,815	144,982	6	3,990	1,842	148,543	116
C. St. P. M. & O.	1	16	16	16	1	100	100	100	10	4,032	32	2,760	14	4,507	116
F. E. & M. V.	1	16	16	16	2	153	45	110	96	6,886	38	220	838	40,319	160
S. C. & P.	331	3,514	4	68	396	35,700	8	983	2	98	48	50	30	1,971	160
C. R. I. & P.	16	49	3	4	9	793	7	128	53	5,083	14	380	53	5,069	160
M. P. in Neb.															
P. R. in Neb.															
K. C. B. & N. W.															
U. P.															
O. & R. V.					42	11,977			30	1,777	34	152	72	13,754	137
K. & B. H.					2	414	103	311	15	2,104	32	1,280	17	2,518	116
St. Jo & G. I.									55	5,968	32	192	55	3,968	116
K. C. & O.					6	1,849	34	1,388	10	522	30	70	16	2,371	116
S. C., O'N. & W.									127	9,912	16	240	127	9,912	116
									138	13,429	12	1,063	138	13,429	116
Total	348	3,579			485	51,404			2,351	192,193			30	4,730	

TABLE XV.
REPORTS OF ACCIDENTS. (NEBRASKA.)

NAME OF ROAD.	EMPLOYEES.						OTHERS.					
	Fire-men.		Switch-men.		Other Em- ployes.		Passen- gers.		Tres- passers.		Not Tres- passers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
B. & M.	10	32	3	18	5	9	1	8	10	1	2	9
C. St. P., M. & O.	2	77	1	1	1	2	1	1	2	1	1	12
F. E. & M. V.	2	98	1	10	2	67	13	2	7	4	3	10
S. C. & P.	2	5	...	...	...	2	1	1	...	...	...	8
C. R. I. & P.	2	1	...	...	...	2	1	1	...	...	...	3
M. P.	1	6	...	...	...	2	1	1	2	1	1	3
P. R. in Nebr.	1	1	...	...	...	1	...	...	...	...	...	1
K. C., B. & N. W.	2	2	...	...	...	2	...	...	...	...	...	1
U. P.	12	41	3	49	6	61	20	19	1	4	14	28
O. & R. V.	...	...	...	...	1	1	4	21	3	1	3	36
K. & B. H.	...	...	...	...	...	...	1	1	1	1	1	2
St. J. & G. I.	...	...	...	...	...	...	...	...	...	...	...	3
K. C. & O.	...	...	...	...	...	...	...	...	...	...	...	2
S. C., O'N. & W.	...	...	...	...	...	...	...	...	...	...	...	6
Total.....	27	196	7	78	15	146	4	34	47	11	24	73
							4	40	4	41	92	487

TABLE XVI—CONTINUED.
EMPLOYES AND SALARIES.

NAME OF ROAD.	Enginemen			Firemen.			Conductors			Other Trainmen.		
	Number.....	Total yearly com- pensation.....	Average daily compensation..	Number.....	Total yearly com- pensation.....	Average daily compensation..	Number.....	Total yearly com- pensation.....	Average daily compensation..	Number.....	Total yearly com- pensation.....	Average daily compensation..
B. & M.....	385	\$339,977	\$8 60	318	\$192,241	\$2 13	173	\$204,398	\$3 94	322	\$230,040	\$2 80
C. St. P., M. & O.....	80	83,772	3 60	30	20,734	2 21	20	21,983	3 51	40	2,886	2 24
E. & M. V.....	85	112,509	4 28	91	71,762	2 52	60	68,164	3 68	130	83,686	2 06
E. C. & P.....	1	1,344	4 23	1	791	2 53	4	3,419	3 94	8	4,831	1 93
M. P. I. & P.....	25	33,069	4 23	24	20,207	2 09	18	22,197	3 94	39	27,465	2 25
M. P. I. & P.....	68	53,943	3 61	61	31,697	2 18	42	29,916	3 28	86	43,148	2 24
P. R. in Neb.....	2	2,228	3 10	2	1,252	1 74	2	1,533	2 20	4	2,044	1 46
P. R. in Neb.....	3	1,460	3 20	3	900	1 77	3	1,190	2 98	6	1,140	1 65
K. C. B. & N. W.....	389	556,722	4 46	400	327,834	2 62	191	264,907	4 43	389	347,696	3 78
O. & R. V.....	33	46,690	4 42	34	27,608	2 59	21	25,365	3 86	87	80,142	2 60
K. & B. H. I.....	2	2,187	3 50	2	1,567	2 50	2	2,184	3 50	3	1,995	2 15
St. J. & G. I.....	6	10,287	4 65	6	6,005	2 50	6	6,431	3 60	12	7,706	2 31
K. C. & O.....	6	7,352	4 31	6	4,299	2 52	6	5,715	3 35	10	6,680	2 15
S. C., O. N. & W.....	5	5,691	3 70	5	3,364	2 20	2	2,064	2 98	6	4,009	1 95
Total.....	974	\$1,207,061	.....	894	\$710,321	.....	555	\$660,697	.....	1100	\$798,747	.....

TABLE XVI.—CONTINUED.
EMPLOYES AND SALARIES.

NAME OF ROAD.	Machinists.			Carpenters.			Other Shop Men.			Section Foremen.			Other Trackmen.		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
B. & M.	312	\$ 244,947	2.47	338	\$ 225,670	2.26	1,253	\$ 555,143	\$ 1.60	361	\$ 203,098	\$ 1.54	1,716	\$ 664,654	\$1.32
C. St. P. N. & O.	15	3,881	2.47	44	20,213	2.19	3	2,781	2.54	50	28,262	1.84	214	87,370	1.40
F. E. & N. V.	19	16,468	2.77	86	59,571	2.21	151	80,761	1.71	158	77,833	1.57	196	83,012	1.35
S. C. & P.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C. R. I. & P.	22	14,254	2.07	20	19,333	2.13	75	38,738	1.65	35	20,565	1.86	11	4,376	1.27
M. P.	5	5,110	2.78	11	8,904	2.35	10	7,439	2.20	48	25,680	1.51	401	59,770	1.44
P. R. in Neb.	...	...	...	4	3,153	2.53	...	...	...	13	6,555	1.43	54	104,583	1.19
K. C. B. & N. W.	...	...	...	...	...	...	3	1,670	1.84	...	...	...	...	...	...
U. F.	365	417,633	3.66	331	319,584	3.06	1,897	1,485,169	2.90	304	290,535	2.92	1,092	544,787	1.59
O. & R. Y.	3	3,319	3.73	13	12,172	2.99	41	27,021	2.11	54	35,100	2.68	148	66,069	1.82
K. B. & H. I.	1	822	2.60	7	367	2.02	8	1,808	1.52	18	2,342	1.81	18	4,068	1.85
St. Jo. & G. I.	...	...	...	7	6,274	2.49	5	2,890	1.88	14	8,400	1.66	56	11,590	1.90
K. C. & O.	...	...	...	3	2,217	2.41	7	4,854	1.90	18	10,504	1.64	34	10,447	1.50
S. C. O'N. & W.	...	...	...	4	722	2.25	...	...	...	...	...	...	20	6,491	1.25
Total	733	706,617	...	895	689,180	...	3,450	2,218,029	...	1,088	651,325	...	4,087	1,663,685	...

TABLE XVI.—CONCLUDED.
EMPLOYEES AND SALARIES.

NAME OF ROAD.	Switchmen, Flag and Watchmen.			Operators and Dispatchers.			Other Employees.			Total.		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
B. & M.	230	\$172,446	\$2 20	171	\$120,627	\$1 93	435	\$219,910	\$1 61	7,935	\$4,175,929	\$1 80
C. St. P. M. & O.	22	15,911	2 31	24	16,676	2 22	80	42,841	1 71	680	406,190	1 91
E. & M. V.	41	28,106	2 10	38	29,209	2 44	61	37,032	1 94	1,307	880,924	2 17
S. C. & P.	17	12,053	2 27	7	4,326	1 97	17	16,708	2 28	91	68,775	2 24
C. R. I. & P.	48	34,294	2 46	34	22,992	2 13	206	83,110	1 57	1,147	331,012	2 01
M. P. in Neb.	1	.....	.....	1	.....	.....	8	2,788	1 73	99	559,076	1 88
K. C. B. & N. W.	367	320,971	2 78	214	192,660	2 88	1,135	942,660	2 66	50	42,844	1 53
O. & R. V.	10	7,448	2 38	17	12,544	2 36	59	46,019	2 90	8,113	6,816,739	2 68
K. B. & H.	1	353	2 00	2	521	1 84	15	1,182	1 81	623	412,708	2 12
St. P. & G. I.	1	.....	.....	2	5,460	1 87	16	10,116	2 13	177	123,419	1 71
K. C. & O.	2	.....	.....	6	3,369	1 51	5	5,800	2 14	181	102,586	1 64
E. C. O. N. & W.	.....	.....	.....	17	2,779	1 40	1	125	1 25	171	80,394	1 39
Total	768	\$692,479	.....	452	\$419,127	.....	2,032	\$1,422,056	.....	20,161	\$14,480,200	1 63

TABLE XVII.
COMPARATIVE STATEMENT OF GROSS EARNINGS PER MILE
OF ROAD OPERATED FOR THE YEARS 1887, 1888, 1889,
1890, 1891, 1892, 1893, (ENDING JUNE 30.)
(NEBRASKA.)

NAME OF ROAD.	1887	1888	1889	1890	1891	1892	1893
B. & M.	\$ 4,653	\$ 3,248	\$ 5,351	\$ 3,589	\$ 2,915	\$ 3,553	\$ 3,867
C., St. P., M. & O.	4,749	2,871	4,564	4,871	3,007	3,484	6,263
F. E. & M. V.	3,407	2,468	2,408	2,496	2,905	3,013	3,052
S. C. & P.	5,035	4,817	5,212	4,975	3,272	3,731	4,644
C., R. I. & P.	443	1,146	1,707	2,746	5,069	5,496	5,815
M. P.	8,287	7,848	3,962	7,278	6,788	7,441	7,640
P. R. in Nebr.				305	272	373	486
U. P.	10,239	10,145	10,239	13,092	11,732	12,683	13,111
O. & R. V.	2,756	2,156	2,147	2,426	1,781	2,529	2,460
K. & B. H.					516	1,741	2,012
St. J. & G. I.	4,437	3,551	4,198	4,998	2,391	3,945	3,332
K. C. & O.			916	996	685	977	1,005
S. C., O'N. & W.						1,159	1,504

TABLE XVIII.
COMPARATIVE STATEMENT OF OPERATING EXPENSES PER
MILE FOR YEARS 1887, 1888, 1889, 1890, 1891, 1892, 1893,
(ENDING JUNE 30.)

NAME OF ROAD.	1887	1888	1889	1890	1891	1892	1893
B. & M.	\$ 2,147	\$ 2,451	\$ 3,585	\$ 2,040	\$ 1,981	\$ 2,282	\$ 2,533
C., St. P., M. & O.	3,030	2,385	2,932	3,345	2,128	2,298	4,271
F. E. & M. V.	1,810	1,443	1,428	1,587	1,448	1,587	1,638
S. C. & P.	2,616	2,129	3,103	2,833	2,667	3,409	3,222
C. R. I. & P.	2,089	1,577	1,526	1,881	3,306	3,727	4,105
M. P.	5,219	5,042	2,967	4,711	4,726	4,840	5,382
P. R. in Nebr.				749	757	694	853
U. P.	5,760	5,971	5,786	6,659	8,091	7,158	7,671
O. & R. V.	2,501	2,215	1,883	2,382	2,141	2,355	2,316
K. & B. H.					346	729	809
St. J. & G. I.	2,832	2,533	2,773	2,716	2,306	2,561	2,067
K. C. & O.			880	842	896	734	769
S. C. O'N. & W.						563	717



REPORT OF THE BUSINESS TRANSACTED
UNDER
THE PROVISIONS OF THE WAREHOUSE LAW.

DURING THE YEAR ENDING NOVEMBER 30, 1893.

REPORT OF BUSINESS TRANSACTED.

Business done during the year was as satisfactory as could be expected under the circumstances. The crops of the previous year having failed to some extent in the state, the amount of grain sold and stored in warehouses in the state was somewhat diminished. Still being confident that with the experience of the past year the Grain Warehouse Law should be amended as recommended in the report of 1892.

On the 8th day of April, 1892, a change of Chief Grain Inspector for the Department of Omaha took place, R. P. Thompson resigning the position. The Governor appointed W. E. Gordon to succeed him, under whose supervision and close attention to business, the state has gained an enviable reputation as to its grades and fine quality of grain products.

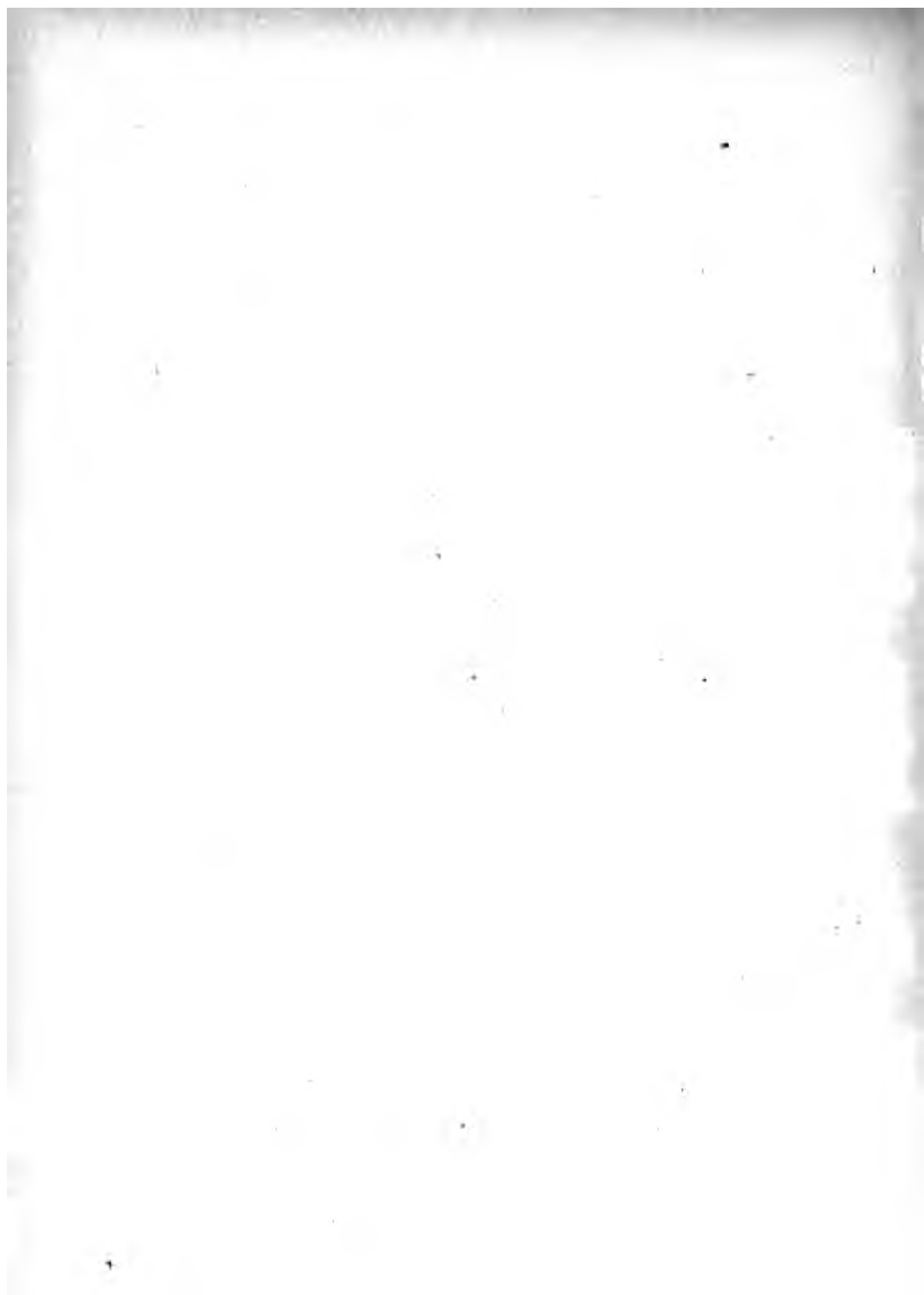
Under the efficient management of State Weighmaster W. B. Taylor, the State weights have given satisfaction to all concerned.

The Board has received many compliments upon the grades of grain established, and the efficiency of the inspection and weights; and it is freely predicted by those who have transacted business with the departments that in a very short time Nebraska grades will take rank with those of other leading markets of the country, which should be a source of pride to the people of the state to know that their

cereals are sought after in other markets, and that their inspection and weights are not questioned.

Thousands of bushels of grain are bought and sold on Nebraska inspection and weights throughout the eastern and southern markets.

During the year mentioned in this Report there passed through the Inspector's hands 4,775,300 bushels of grain and through the Weighmaster's Department 3,456,600 bushels.



WAREHOUSE DEPARTMENT.

We herewith submit a tabulated statement showing in detail business transacted in this department during said time.

Licenses granted Warehouses during the year ending November 30, 1893:

CLASS A.

Woodman & Richie Co., lots 5, 6, 7, 8, block 197½, Omaha, granted January 4, 1893. Fee, \$50.00.

CLASS B.

None.

CLASS C.

Western Manufacturing Co., Lincoln. License granted June 7, 1893. Fee, \$5.00.

W. R. Bennett & Co., Omaha. License granted August 2, 1893. Fee, \$5.00.

Robert Uhlig, Omaha. License granted August 2, 1893. Fee, \$5.00.

B. F. Vancil, Lincoln. License granted August 2, 1893. Fee, \$5.00.

Mocket & Clark, Lincoln. License granted August 2, 1893. Fee, \$5.00.

F. Washburn, Omaha. License granted August 2, 1893. Fee, \$5.00.

Williams & Cross, Omaha. License granted October 17, 1893. Fee, \$5.00.

Mullen & McLain, Omaha. License granted October 17, 1893. Fee, \$5.00.

Wm. Bushman, Omaha. License granted November 23, 1893. Fee, \$5.00.

Lincoln Transfer Co., Lincoln. License granted November 23, 1893. Fee, \$5.00.

ITEMIZED STATEMENT OF RECEIPTS AND EXPENDITURES OF THE OMAHA GRAIN INSPECTION DEPARTMENT FROM DECEMBER 1ST, 1892, TO NOVEMBER 30TH, 1893, INCLUSIVE:

(R. P. Thompson, Chief Inspector from December 1st, 1892, to April 30th, 1893, inclusive.)

RECEIPTS.

Inspecting 2983 cars grain @ 35¢ \$ 1044.05

EXPENSE.

Rent of office \$ 28.60
 Current expense—sundries 243.35
 Paid on old accounts 67.95
 Balance to apply as fees 704.15—\$ 1,044.05

(W. C. Gordon, Chief Grain Inspector from May 1st, 1893, to November 30th, 1893, inclusive.)

RECEIPTS.

Inspecting 1428 cars grain @ 35¢ \$ 499.80

EXPENSE.

Rent of office \$ 45.50
 Current expense 59.40
 Balance applied on fees 394.90—\$ 499.80

Total cars inspected December 1st, 1892, to
 November 30, 1893, 4411, @ 35¢ per car. \$ 1,543.85
 Total expense and fees of inspector \$ 1,543.85

NEBRASKA CITY INSPECTION DEPARTMENT.

Reports no indebtedness.

Inspected 1906 cars @ 35¢, \$667.10.

Applied on fees.

LINCOLN INSPECTION DEPARTMENT.

Reports no indebtedness.

No. cars inspected 460 @ 35¢, \$161.00.

Applied on fees.

WEIGHMASTER'S DEPARTMENT OMAHA.

W. B. TAYLOR, Weighmaster.

Statement of receipts and expenditures from December 1st, 1892, to November 30th, 1893:

EXPENSE—Rent, gas, stationery, postage.

December, 1892	\$ 17.28
January, 1893	50.18
February, 1893	63.80
March, 1893	70.70
April, 1893	10.89
May, 1893	8.35
June, 1893	8.51
July, 1893	7.70
August, 1893	7.50
September, 1893	7.85
October, 1893	7.50
November, 1893	7.51
Total	\$ 267.76

WEIGHMASTER'S DEPARTMENT, OMAHA.

December, 1892, to November 30, 1893, inclusive.

RECEIPTS.

Dec. '92—	Cars weighed	....	887
Jan. '93—	" "	....	820
Feb. '93—	" "	....	622
March '93—	" "	....	290
April '93—	" "	....	129
May '93—	" "	....	312
June '93—	" "	....	273
July '93—	" "	....	117
Aug. '93—	" "	....	88
Sept. '93—	" "	....	192
Oct. '93—	" "	....	337
Nov. '93—	" "	....	321

Total weighed.....4388 @ 25¢ per car, \$1097.00

EXPENSE.

Rent, printing and stationery, help, etc...	\$ 267.76
Balance to apply on fees	829.24

Total\$1097.00

WEIGHMASTER'S DEPARTMENT, LINCOLN.

No. cars weighed 560 @ 25¢ per car, \$140.00; applied on fees.

No indebtedness.

RECAPITULATION.

Total number of cars inspected in Nebraska, December 1st, 1892, to November 30th, 1893, inclusive:

Omaha Department inspected	4413 cars
Nebraska City Department inspected	1906 cars
Lincoln Department inspected	460 cars

Grand Total	6779 cars
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Total number cars weighed during same period:

Omaha Department	4378 cars
Lincoln Department	560 cars

Grand total weighed	4938 cars
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OMAHA INSPECTION DEPARTMENT.

WHEAT.

MONTH AND YEAR.	No. 2 Hard Spring.	No. 2 Spring.	No. 3 Spring.	No. 4 Spring.	No. 2 Mixed.	No. 3 Mixed.	No. 3 White Spring.	No. 2 Red Winter.	No. 2 Hard Winter.	No. 3 Hard Winter.	No. 4 Winter.	No. of Cars	No. of Cars	No. of Cars
	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars	No. of Cars
1892														
December														*835
1893														
January														*826
February														*647
March														*560
April														*115
May														+
June														+
July														+
August														+
September		1	9	1/2					1 1/2	6				1
October		1	9							3				9
November			4								1			14
Total		3	13	1/2					1 1/2	9	2			5
														3,012

*Grade not reported. †No wheat inspected.

OMAHA INSPECTION DEPARTMENT.
CORN.

MONTH AND YEAR.	No. 2 White	No. 3 White	No. 4 White	No. 2 Corn Color	No. 3 Corn Color	No. 2 Yellow	No. 3 Yellow w	No. 2	No. 3	No. 4	No. Grade	Total
	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of	Cars. of
1892												
December	18	6	4	36	6	116	221	373	373	10	6	1165
1893												
January	6	6	1	27	6	4	28	10	114	1		184
February	6	6	1	27	6	2	3	106	64			182
March	6	6	1	27	6	5	14	12	14	6		57
April	6	6	1	27	6	8	24	24	17			62
May	6	6	1	27	6	23	107	37	38			178
June	6	6	1	27	6	63	5	143	38		5	259
July	6	6	1	27	6	11	64	41	131	3		253
August	6	6	1	27	6							
September	6	6	1	27	6							
October	6	6	1	27	6							
November	6	6	1	27	6							
Total	18	6	4	36	6	116	221	373	373	10	6	1165

OMAHA INSPECTION DEPARTMENT.

BARLEY.

MONTH AND YEAR	No. 1	No. 2	No. 3	Re- jected	No Grade	Total
	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.
1892						
December.....						
1893						
January.....						
February.....						
March.....						
April.....						
May.....		2				2
June.....						
July.....						
August.....						
September.....						
October.....						
November.....						
Total.....		2				2

OMAHA INSPECTION DEPARTMENT.

OATS.

MONTH AND YEAR.	No. 2 White		No. 3 White		No. 4 White		No. 2 Oats Color		No. 3 Oats Color		No. 2. Cars.		No. 3 Cars.		No. 4 Cars.		No. Grade		Total	
	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..	No. of Cars.	..
1892																				
December.....	2		25		1															33
1893																				10
January.....			39		2															30
February.....			3		8															42
March.....																				1
April.....																				
May.....																				
June.....																				
July.....																				
August.....																				
September.....																				
October.....			60		1															39
November.....																				62
Total.....	2		166		7		1		4				42		1					223

OMAHA INSPECTION DEPARTMENT.

RYE.

MONTH AND YEAR.	No. 1	No. 2	No. 3	No. 4	No Grade	Total
	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.
1892						
December						
1893						
January						
February						
March						
April						
May		2				2
June			12			12
July		3				3
August						
September		1				1
October			1			1
November		3				3
Total		8	3			11

NEBRASKA CITY INSPECTION DEPARTMENT.
CORN.

MONTH AND YEAR.	No. 2 White		No. 3 White		No. 4 White		No. 2 Corn Color		No. 3 Corn Color		No. 2 Yellow		No. 3 Yellow		No. 2 No. of Cars..		No. 3 No. of Cars..		No. 4 No. of Cars..		Total No. of Cars..	
	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..	No. of Cars..
1892																						
December	181		18				17		2						4						172	
1893																						
January	104		12		8		12		2		1				4						188	
February	78		11				10		1		4										118	
March	131		7				17		1								1				177	
April	113		6		1		1														180	
May	78		1				3				2				8						87	
June	75										4										80	
July	94		3		1		2				3										105	
August	112		5				4				5										123	
September	172		5				2				4				1						189	
October	152		14				2				1										169	
November	13		132				1		14		2										162	
Total	1273		218		6		81		27		26		2		13		2				1650	

NEBRASKA CITY INSPECTION DEPARTMENT.

OATS.

MONTH AND YEAR.	No. 2 White		No. 3 White		No. 4 White		No. 2 Oats Color		No. 3 Oats Color		No. 2 No. 3		Total	
	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.
1892														
December.....	3		1				1		1					6
1893														
January.....	7		4				4		2					17
February.....	4		1											5
March.....	11		15		3		3							32
April.....	16		13											29
May.....			4											4
June.....			10											15
July.....	5													5
August.....	3		4											8
September.....	2		17		2									21
October.....	17		19		2									38
November.....	18		39		2									60
Total.....	8		12		1									21
	94		129		11		8		8		1			256

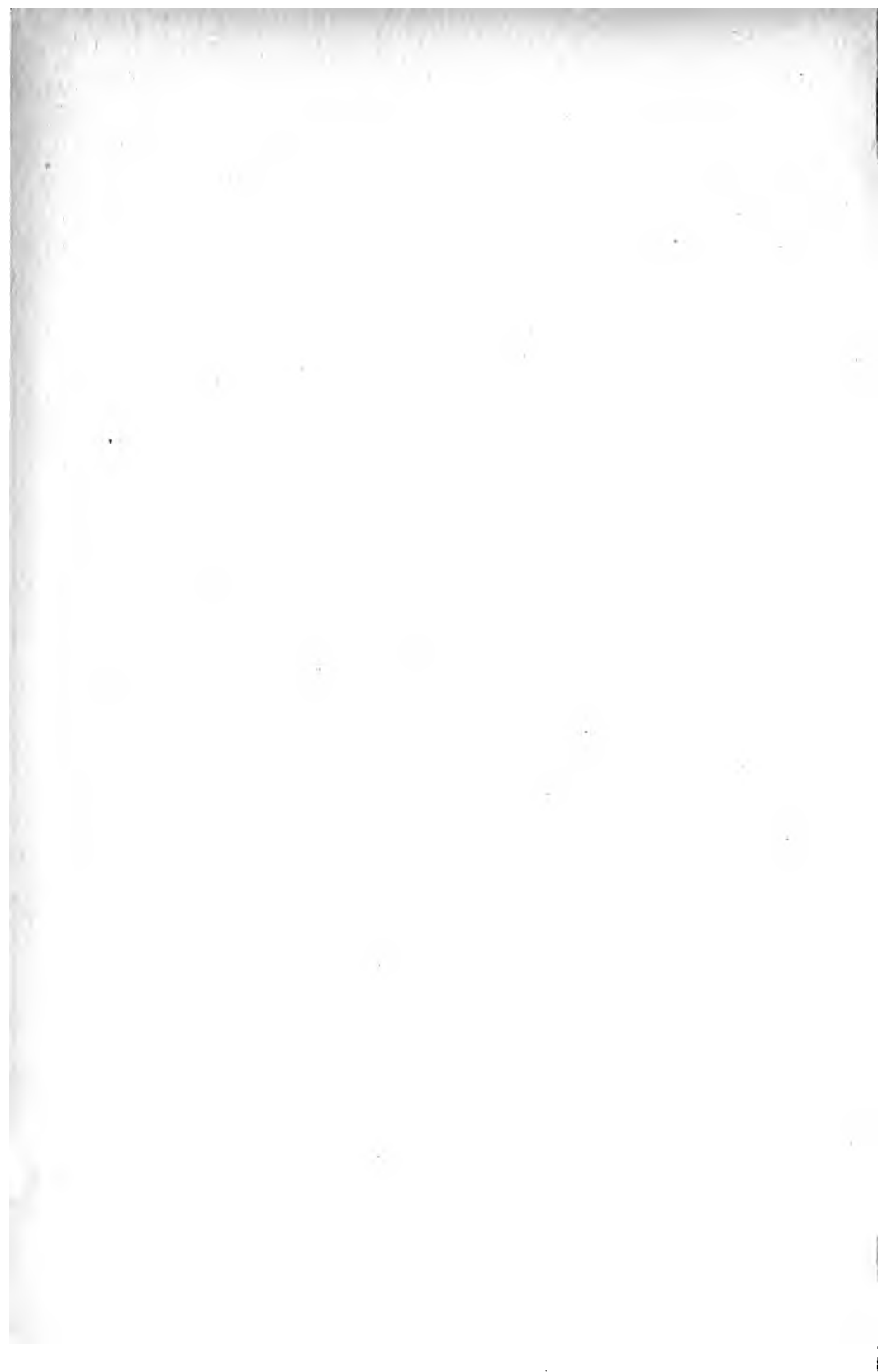
Nebraska City Department reports no indebtedness; total number cars inspected 1906, at 35c per car \$667.10, applied as fees.

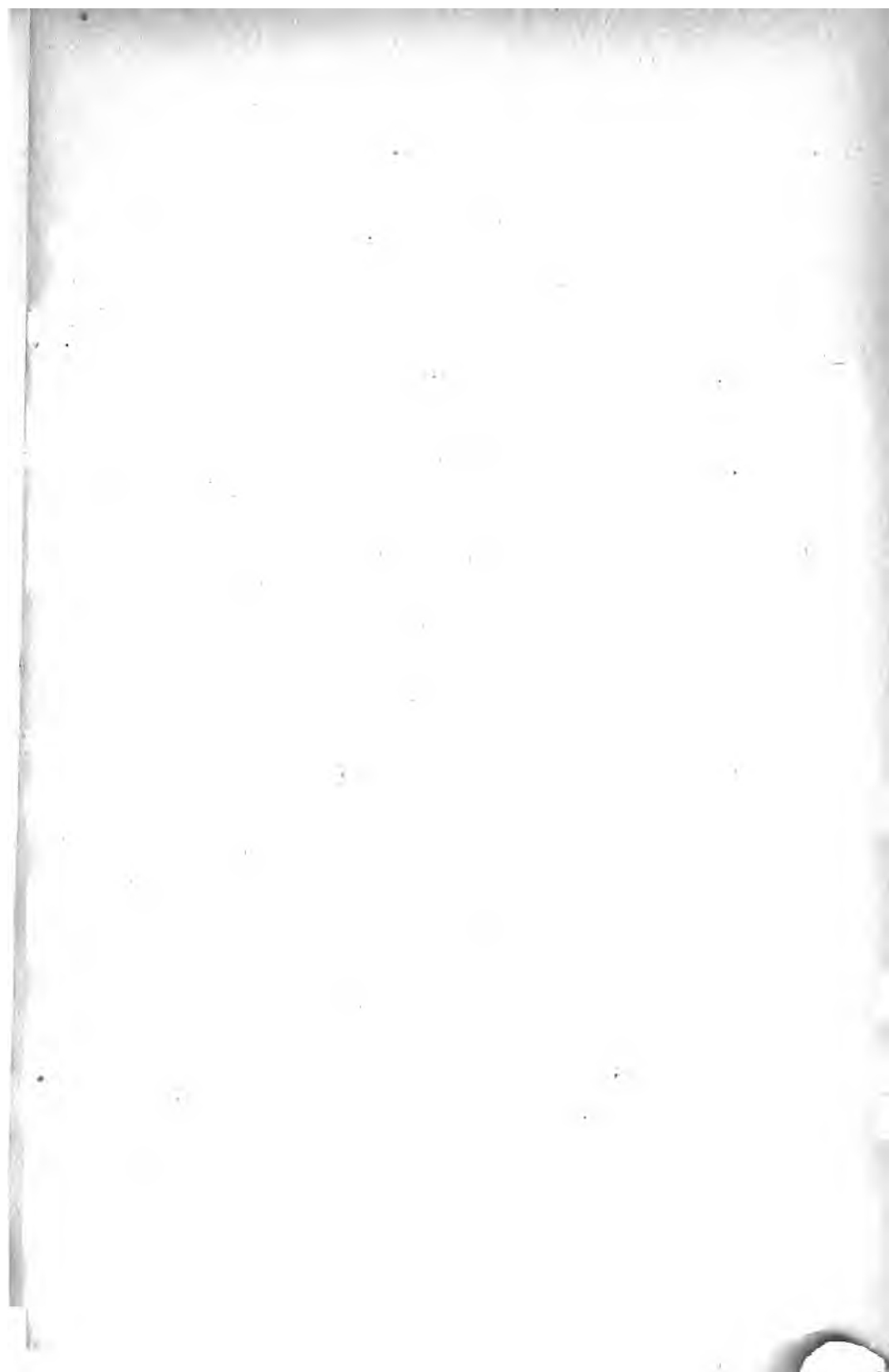
LINCOLN INSPECTION DEPARTMENT.

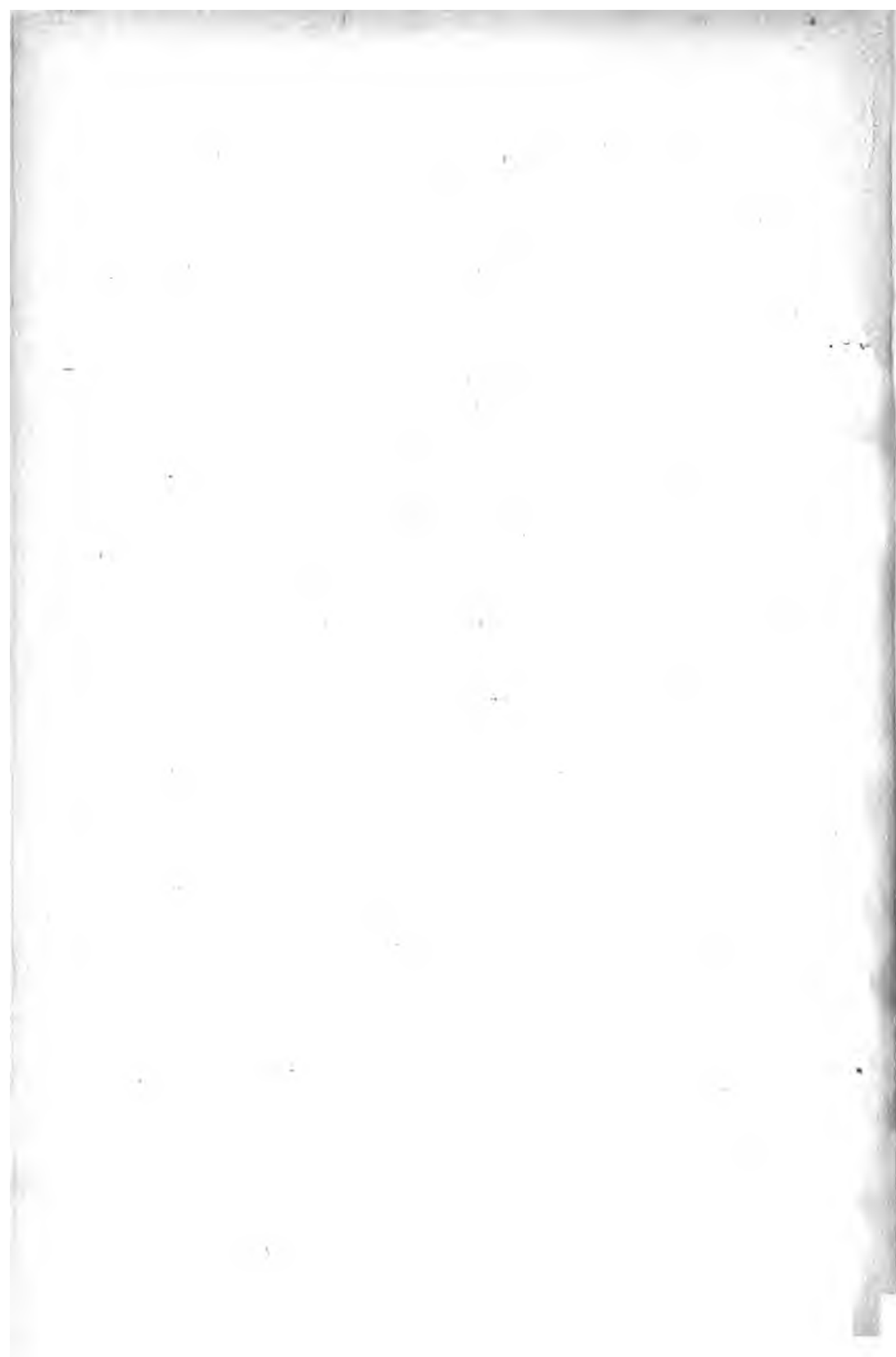
MONTH AND YEAR.	No. Cars Wheat.	No. Cars Corn	No. Cars Oats	No. Cars Rye	No. Cars Barley	Total Number Cars.
1892						
December	2	1	.....	27	.....	30
1893						
January	6	4	1	3	.....	14
February	3	7	2	4	.....	16
March	4	10	3	1	.....	18
April	1	68	1	.....	.....	70
May	4	129	4	1	.....	138
June .....	.....	90	2	1	.....	93
July .....	.....	80	1	.....	.....	81
August .....	.....	.....	.....	.....	.....	.....
September .....	.....	.....	.....	.....	.....	.....
October .....	.....	.....	.....	.....	.....	.....
November .....	.....	.....	.....	.....	.....	.....
Total	20	389	14	37	.....	460

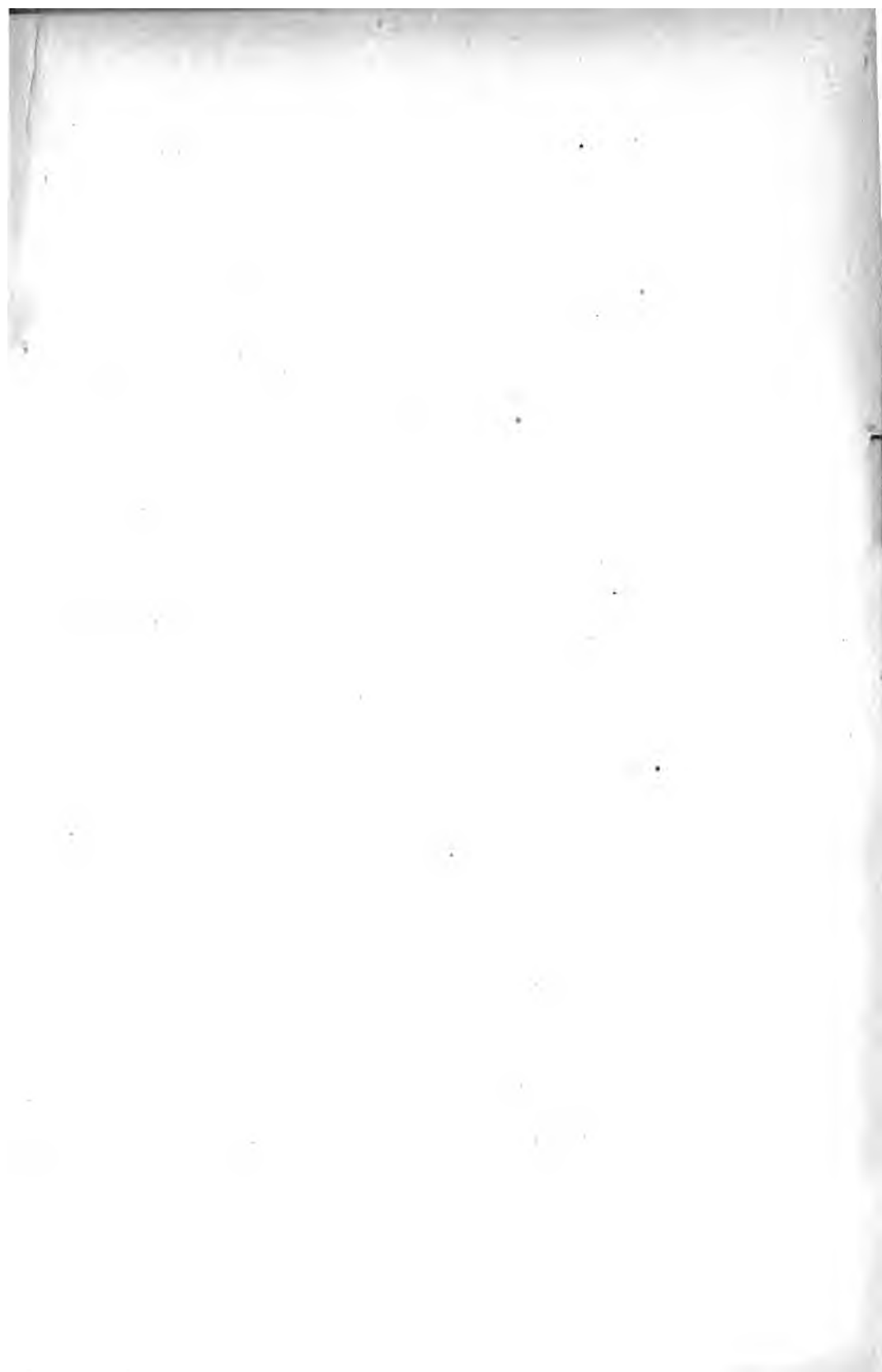
WEIGHMASTER'S REPORT—OMAHA.

MONTH AND YEAR	No. of Cars	No. of Bushels
1892		
December.....	877	613,900
1893		
January.....	820	574,000
February.....	622	435,400
March.....	290	203,000
April.....	129	90,300
May.....	312	218,400
June.....	273	191,100
July.....	117	81,900
August.....	88	61,600
September.....	102	134,400
October.....	337	235,900
November.....	321	224,700
Total.....	4378	3,064,260









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